



Official and Classified ADVERTISEMENTS

Continued from Page 19

SITUATIONS VACANT

Torry Research Station, Aberdeen

Second Mate Marine Staff

... to serve on the 'GA Resy' which is a 69m stern freezer trawler engaged mainly on experimental work relating to the handling and processing of fish caught on a semi-commercial scale, by conventional bottom and mid-water trawls. Duties include assisting the First Mate in managing deck crew, supervising fish catching and factory deck operations, and maintenance and repair of gear. The successful candidate will also act as relief First Mate and undertake watchkeeping duties.

More information about the work can be obtained from Mr J J Waterman at the Torry Research Station, telephone Aberdeen (0224) 877071.

Candidates (aged at least 23) must hold a Second Mate's Full Certificate of Competence and should have trawling and watchkeeping experience.

Salary, starting at £4565, rises to £4810 p.a. A uniform allowance of £80 p.a. is also payable. Non-contributory pension scheme and promotion prospects. Leave allowance of 7 weeks and 1 day a year plus public and privilege holidays.

For further details and an application form (to be returned by 18 April 1977) write to Civil Service Commission, Alencon Link, Basingstoke, Hants, RG21 1JB, or telephone Basingstoke (0256) 88551 (answering service operates outside office hours). Please quote T/9434.

Ministry of Agriculture, Fisheries and Food

QUALIFIED captain / skipper to command small survey craft departing soon for Mediterranean, good salary and excellent prospects. Telephone D. L. Cough at 040 8818. This vacancy is only due to illness and is permanent, an immediate start is required.

WANTED experienced certificated skipper for well founded shrimp trawler/trawler for Mon-bases. Contract for six or twelve months, good pay and condition. Box No. 532.

EXPERIENCED certificated skipper for well founded Scottish built 60ft. trawler/raid water and sea trawling, south western area. Telephone 0579 82110.

ASSISTANT HEAD KEEPER

is required by Grimmer's Estate, Isle of Lewis to assist in Managing Fishing and other activities. Experience in salmon fishing and ability to handle boats is essential. The successful applicant would be required to take up his duties by the beginning of May and a good modern house is available for his use. Applications giving details of experience, ability, age etc., should be in the first instance be sent together with references to the Secretary, Grimmer's Estate, Melville Crescent 7NA.

TWO MARINE ELECTRONIC SERVICE ENGINEERS

(Radar, VHF, MF, HF, RT, Autopilot, Depth Recorders, etc.)

1. Plymouth/Torrey Area

2. Falmouth/Penzance Area

Expanding West Country Division of well known South Coast based organisation now under new management. Service and installation on small commercial craft, fishing vessels and yachts.

Preference given to applicants with knowledge of small craft and who enjoy working on their own initiative with a small unit and able to communicate equally well with fishermen and yachtmen.

Curriculum Vitae in strict confidence. (No references or present employer contacted without your authority).

General Manager
SEABOARD ELECTRONICS LIMITED
27 Southside Street
The Barbican, Plymouth

ENGINES FOR SALE

VIKING MARINE INTERNATIONAL

are now offering 23-220 horse power
**GUARANTEED MARINE DIESEL UNITS
FORD - BMC - CUMMINS**

HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE

For fast, courteous, service contact:
V.M.I. Plain Road, Folkestone, Kent
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PERKINS marine diesel V2-95M, list No. 24802, brand new, complete with instrument panel. Can be seen at North Sea Marine Rig Services, 20a Ugie Street, Peterhead. Telephone: Peterhead 4567/0588. Current list price £1,875 (two three months delivery. From us it's ex-stock and 10% discount.

BLW Gardner, 2.1 reduction, 1.750. Six cylinder Ford, 1850. Telephone: Torquay 27275.

THORNYCROFT 240 complete with Borg Warner TC 73 velt drive 3:1 reduction gearbox, 470, telephone Trebetheric 2507.

PETTER 16.4hp 2.1 reduction diesel, recent overhaul, new top half and bearings, 5400. 77 Stockdale Gardens, Deal, Kent, telephone: 2419.

CAT engine new model D333 No. 983510L RPM 2200 by 200 complete with Twin Disc power take off spec. No. 30583 131012 No. 2H 6914 and radiator. Telephone Canterbury 04782, price £3,500 plus VAT.

NEW and reconditioned BLMC 1.5, 1.8, 2.2, 2.5 new and reconditioned 4D, 6D and D400, D800 new PPM gearboxes to each unit. Diesel Marine, Riverside Estate, Brundall, Norfolk NR13 5DL. Telephone: Norwich 712341.

LISTER LD2 has been reconditioned throughout and has a new mechanical 2.1 gearbox, is fitted with electric start, will p/x Lister engines over 20hp or V.H.V. offers telephone: 0341 280 245.

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Four New CROSSLEY HRN3 Marine Propulsion Diesel Engines

240hp at 370 RPM, direct reversing, three cylinder, bore 10 1/2 in. x stroke 12 1/2 in. air start. Each engine is complete with all ancillary equipment including Michael Trust Block, built-in air compressor, water pump, bilge pump, etc. etc. etc. Adequate supply of new spare parts available at extra cost. Price each unit £2,250 F.O.B. ex-warehouse. Each unit is packed in original makers case. For further information please write or phone: K. BRANUM & CO. LTD., House House, 561 London Road, Isleworth, Middx. Telephone: 01 880 3441.

OFFICIAL NOTICE

OFFICIAL NOTICE PROPOSAL TO CHANGE A SHIP'S NAME

I, G. C. Claridge of the Dagon Fishing Co. Ltd., 65 Castle Street, Llanelli, Carmarthenshire, hereby give notice, that in consequence of change of ownership, I have applied to the Department of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of my ship 'THESSALONIA' of Lowestoft, Official Number 184826 of gross tonnage 253.67, of registered tonnage 82.02, heretofore owned by the White Fish Authority of Sea Fisheries House, 10 Young Street, Edinburgh EH2 4JD, for permission to change her name to 'MARTINIQUE' to be registered at the port of Lowestoft in the said new name as owned by Dagon Fishing Co. Ltd. Any objections to the proposed change of name must be sent to the Registrar General of Shipping and Seamen, Llanelli Road, Llanelli, Carmarthenshire, within ten days from the date of this advertisement. Dated at Lowestoft this 7th day of March 1977.
Signed: G. C. Claridge,
Managing Director.

SERVICES

Denis Swire C.Eng. F.R.I.N.A.
1 Sunset Gardens,
Porthleven, Cornwall
Specialist designer of fishing vessels.
Surveys and valuations of all types.
Stability calculations.
HELSTON 4050

EAST COAST DIVERS St. Andrews, Telephone: 3720 - for all underwater work.

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David J. McPherson,
EUROPEAN TRANSPORT,
Ashley Lane, Plym, Durham
Telephone: Durham 59611 or
0812. Telex: 537158

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KYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0243 68 469.

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HULL FISH MERCHANTS PROTECTION ASSOCIATION LIMITED

ALBERT DOCK — HULL
*Require regular
supplies of all
types of fish*

Contact:

MR. S. ELLERINGTON (President) 0482 24940

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MR. J. BURTON (Secretary) 0482 26748

Advice on transport problems
given if required

*Give us a ring and have a talk if
you are not happy with your present
catch disposal arrangements.*

WANTED: Propeller 4 1/2 in. x 2 1/2 in. r.h. For sale propeller 3 1/2 in. x 2 1/2 in. l.h. Telephone: 021 373 0706 (Birmingham).

WANTED: Secondhand pwned crabs with or without ropes, also Foregraph echo sounder. Telephone: Llang 262.

WANTED: Crab claws and winks, hulled or alive. Live lobsters. Box No. 377.

GOOD buyer of quality pollock, smoked, wet, filleted or whole. Telephone: Grimsby 56551.

LIFERAFTS wanted, we purchase all types of lifeboat, date of manufacture, make, and last service please. Liferaft Servicing Co., 14 Chapel Road, Tiptree, Essex. Telephone: Tiptree (0212) 816449.

WANTED: Hydraulic pot hauler, reasonable price. Mr. Stevens, 48 Brough Street, Derby, telephone: 0332 361129.

WANTED: Two secondhand tramway note 4in. inner. Telephone: 069 585 203 Saturday or Sunday.

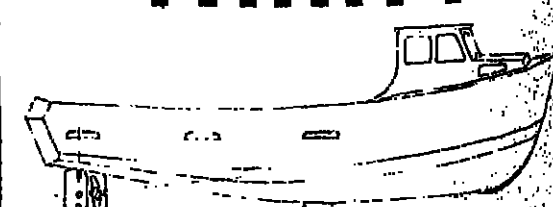
BRIT. capstan wanted, approx. 100 lb. weight, 4 ft. long, 1 1/2 in. diameter. Telephone: 55576.

BUSINESS FOR SALE

ESTABLISHED angling and pleasure boat business on coast, modern CRP boat, good value bookings for 1977. Price £10,000. Box No. 505.

WEST country fish shop premises, lease for sale, 200 sq. ft. plus 2000 sq. ft. yard. One no. freezer, fifteen ton coldroom, 12 chiller, 22 years left on lease. In the heart of flourishing sea fishing and crab industry, 5 1/2 miles from Llanelli ferry pier for Rossett and St. Mary's, St. Mary's (Cornwall) 4242 or 4243.

HULL STEEL CRAFT "THIRTY"



30ft x 10ft. steel boat, includes boiler, engine beds, steel deck and wheelhouse, floor bearers, stern tube and rudder.

Available with choice of forward or aft wheelhouse.

3mm (hull thickness) version £1650
5mm heavy duty version £1950

HULL ONLY AVAILABLE

HULL STEEL CRAFT
ALBERT DOCK EAST, HULL
Telephone: Hornsea 2409



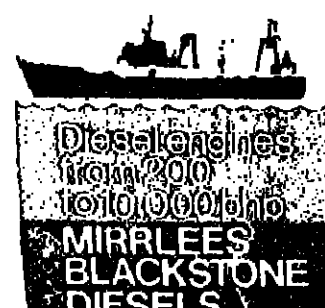
fishing news

March 25, 1977

No. 3820

Est. 1913

18p



CFP DECISION SET FOR JUNE

URGENT ACTION by the EEC to get the Common Fisheries Policy (CFP) settled by June and deferment of a move by Faroe to introduce drastic conservation measures. This was the good news from Minister of Agriculture, Fisheries and Food, John Silkin, in the House of Commons last week. On other negotiations of importance to British fishing — including Iceland — Mr. Silkin was unable to offer any encouragement. He also gave a warning that the initial position being taken by the Faroese government "does not give grounds for optimism".

The Minister came under attack from Opposition spokesmen on fishing, John Peyton, for signing a framework agreement prior to the start of talks between Faroe and the EEC.

Although he was not optimistic about the initial position of the Faroese government, Mr. Silkin said that as long as there are consultations, and as long as they have agreed to defer introduction of new measures, there is a prospect of a settlement.

If the Faroese agreement is fully implemented, fishing by UK vessels in Faroese waters will be totally uneconomic, said Alick Buchanan-Smith (Con, North Angus and Mearns), who wanted to know what counter proposals Mr. Silkin had put forward concerning the operation of Faroese vessels in Scottish waters.

New regime urgent

Mr. Silkin replied that he is aware of the dangers of a mounting desire to take reciprocal action once measures of this sort are taken against us.

In announcing that the EEC Council of Agriculture Ministers aimed to reach a decision on the CFP by the

end of June, Mr. Silkin added that discussion had taken place to establish catch quotas during the remainder of 1977 for some species in extensive areas of EEC waters.

"One of the objectives of this temporary measure would be to facilitate the development of the fishing industry of the Irish Republic," said Mr. Silkin.

While urgency might be building up on the internal regime of the EEC fishing industry, leaders in Norway see prospects of an agreement with the Community receding.

The Commission's inept handling of the whole matter has provoked some caustic comments. As far as reciprocal fishing rights are concerned, there is a feeling in Norway that time is running out and that quotas may

have to be fixed on a unilateral basis.

John Toft, chairman of the Norwegian Fishermen's Association, said earlier this month: "The EEC's handling of the fishery problems up to now is not calculated to create confidence. Unless a decisive breakthrough in the relationship between Norway and the EEC is achieved at the next crossroads, Norway should seriously consider fixing its own quotas."

"Time is running out". The North Sea is the present focus of attention. Fisheries Director, Knut Vardal, has said that Norway and the EEC have "strongly different views on several important points regarding which fish stocks in the North Sea are common to the whole area and how they are distributed between the zones. There is also a great disparity of views about the quotas which three countries should be allowed."

One point at issue is the amount of consumer fish which may be caught as a by-catch while industrial fishing for Norway pout. The EEC has proposed 20 per cent from April 1, compared with 25 per cent now, while Britain is urging only 10 per cent. A limit of 10 per cent would make industrial fishing impossible, but in Norway that time is running out and that quotas may

500 PER CENT POUT TRIP BY-CATCH!



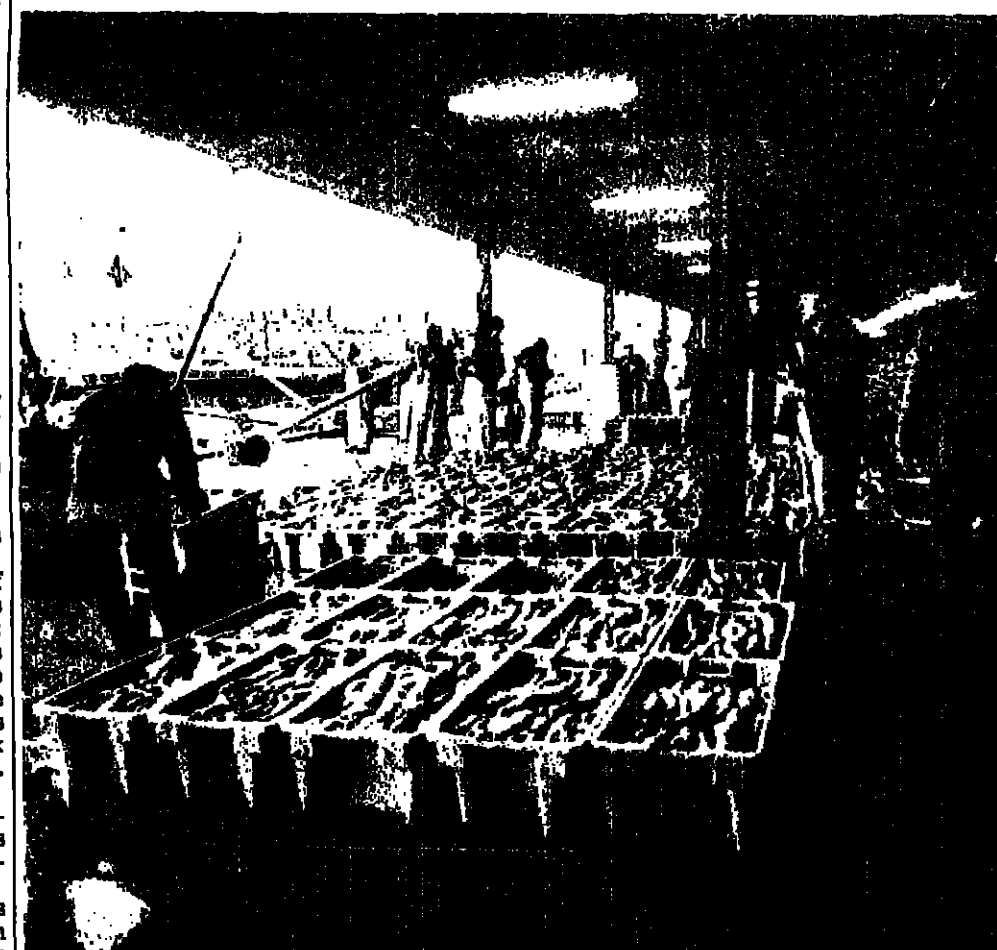
A WHALSAY Shetland boat, made a test fishing trip last week to show the extent to which foreign fishing fleets are sweeping Shetland's grounds of mature fish.

Langdale made a two-hour tow on the grounds off Balta, at present being heavily fished by foreign boats, using a 16 mm pout net. Of the six tons she landed about one ton was pout — and the remainder fish suitable for human consumption. This is 500 per cent "by-catch".

Said the manager of Shetland Fishermen's Association, George Hunter: "These foreign boats can take what they like from the Shetland grounds at a time when the Government is speaking about haddock stocks as being in danger. Does this make sense?"

"How does the government propose to monitor its new order limiting the by-catch to 20 per cent?" "When one of these boats has been at sea for nine or ten days the catch is like soup and there is no way of saying what proportion of haddock or whiting, or anything else, has gone to make it up."

"The only thing that can eliminate this is an exclusive 50-mile limit for Britain, so that we can work out our own plan of conservation." "We have written to the government and everybody else we can think of without any effect. We can only hope to attract as much attention as we can. We must have a 50-mile limit if Shetland is to be left with a fishing industry."



Shell is catching

Shell marine oils are as much a part of the sea as these kits.

Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby, Lowestoft, Fleetwood,

Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the dockside of every major fishing port.

Even while you're at sea, Shell technology is on call. Extensive research facilities are there to help you.

With so much at stake, it pays to pick Shell.

SHELL MARINE LUBRICANTS



Shocks boost catch

DETAILS of an encouraging experiment aimed at increasing the catch rate of Norway lobsters and flat fish are contained in the latest edition of the *Scottish Sea Fisheries Bulletin*, No. 43.

The experiments, which have been carried out by Aberdeen's Marine Laboratory, have demonstrated that by using an electric stimulus the lobsters can be forced to leave their burrows on the seabed to flee from the electrified zone.

As the lobsters can only be caught at certain times of the day when the light conditions are favourable, the experiments have shown that the catch rates can be increased. Experimental trawling was carried out with electrified gear but, as the method was not selective in its catching, there could be a conservation problem.

In another article in the Bulletin, Dr. J. R. Sargent, of the Institute of Marine Biochemistry at Aberdeen, offers a number of suggestions as to why an area of the North Sea off Aberdeen turned "milky white". This sighting was reported by skippers in the area in 1975 and various tests on samples of the water showed wax either to be present.

BOSTON SHIPS OFF TO GREENLAND

AFTER the three Boston ships' disastrous trips to Newfoundland, the company has been forced into risking *Boston Comanche* and *William Wilberforce* on month-long voyages to East Greenland.

This is seen as the only alternative to laying them up along with *Prince Charles* and *Boston Concord*.

Both Greenland trips were scheduled to start this weekend, with cod the priority catch in these difficult waters.

The third Newfoundland tripper, *Boston Boeing*, returned to fishing last Friday when she left for the Norway coast.

Meanwhile, *Volesus* and *Prince Philip* have been switched from distant waters to the Westeries.

As with all distant water owners, the company is attempting to be very cautious over its cod catches from the Norway coast and White Seas to take out the quotas when they are agreed by the EEC for 1977.

Boston Deep Sea Fisheries' *Boston Phantom*, the trawler at the centre of the crewing dispute last week when seven

deckhands each received 56-day suspensions for refusing to work, has been given another chance on the Westeries.

The 431-ton vessel had been on a middle water trip off the west of Scotland and the Faroes, mainly on the look out for blue ling.

After three hauls the men demanded a guaranteed settling and, when this was refused, *Boston Phantom* was forced back to Grimsby.

She was one of three trawlers which Boston's limited had undergone conversion for pelagic fishing earlier this year and until her last trip, which sold for 13,539, had successfully operated on the distant water grounds.

The vessel is scheduled to leave Grimsby for the Westeries this week.

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Boston Phantom returning to the Westeries.

Canadian herring could save jobs

THE Government is considering the possibility of herring being imported to meet the needs of processors.

Hugh Brown, under secretary for Scotland, mentioned the possibility of imports of herring from Canada when he spoke in a Commons committee which approved orders to implement the North Sea herring ban.

Mr. Brown said: "The Secretary of State (Mr. Millan) met a deputation on February 3 consisting of herring catchers, buyers and processors.

"The pertinent point that emerged was that, in order to keep the processors working,

it might be necessary to import herring.

"That sounds ridiculous, but if we want to keep jobs and preserve the continuity of the markets that some good and efficient firms have established, we even have to consider importing herring from Canada."

The Government is considering the effect of existing tariffs on the importation of herring. This illustrated that they must look at job opportunities and investment in the processing industry.

Alan Beith, Liberal MP for Berwick upon Tweed, applauded — but got an unsympathetic response from the minister — for special con-

cessions for local fishermen to fish local herring stocks like the Longstone stock.

Alick Buchanan-Smith, (Con, North Angus and Mearns) emphasised the need for 100 per cent certainty that the order would be enforced against foreign boats as effectively as against United Kingdom boats.

Douglas Henderson (Scot Nat, East Aberdeenshire) urged the Minister to do more to get the co-operation of fishermen in reporting suspected violations of limits or other fishing orders. There was an opportunity for the Government to get thousands of unpaid servants who would be delighted at the chance.

'QUEST' BEATS STRIKE



Quest — nine-day trip fishing her way home from Eabjerg.

THE 58 ft. anchor-seiner *Quest*, bought early this month by the Christensen Fishing Co. Ltd. of Grimsby from owners at Eabjerg, Denmark, has landed her maiden trip at the port four days early.

She had to cut short her fishing and head for her new home port at short notice when it was made known that there would be no Monday market this week because of the lumpers' one-day token strike in protest against the proposed closure of Preston Docks.

After encountering some terrible weather soon after leaving Eabjerg, and then very slack fishing, she made 11,907 from 52 kits. Skipper-owner Aage Christensen commands *Quest*.

It had been planned to land *Quest* on Monday but, instead, agent Sam Chapman & Co. Ltd. changed plans and brought her landing forward to last Friday.

The 43-ton vessel has a Deutz 214 bhp. air-cooled, 12-cylinder main engine, the only one of its kind in a Grimsby seiner.

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Russians: splitting hair

WITH THE interim agreement with the Russians running out shortly the setting up of long-term deal in Brussels is running into some big problems.

While talks are proving exceedingly tough, under-secretary of State for Scotland, Hugh Brown, told *Fishing News* last week that he is confident there will be a satisfactory outcome.

At a meeting of the statutory instruments committee in the House of Commons last week, Mr. Brown came prepared to again take up the issue raised by *Fishing News* over the strength of Russian fishing effort under the present agreement.

Instead, he suggested that it would save this committee's time if he spoke to the House of Commons later, to clear up the different inter-

pretations of the deal. After the meeting of the committee, he said that he did not wish to enter into a long wrangle with *Fishing News*. They stand by their story. Perhaps I could say why I stand by mine.

"Their original report said that 42 trawlers up to 1,000 GRT can be used at any one time, with 27 in the 1,000 — 2,000 GRT range and 17 over 2,000 GRT.

"*Fishing News* of March 11 said that the correct figures were 42, 25 and 17 respectively. The factual position is that the USSR could deploy at any one time, 42 licensed vessels of under 1,000 GRT or 25 of 1,000 — 2,000 GRT or 17 over 2,000 GRT.

Any vessel which was used had first to be licensed and, if 42 vessels of less than 1,000 GRT were used, no others could be deployed. That was

why he had said that the *Fishing News* article of February 25 was misleading.

In fact the USSR total licensed effort, the equivalent of 27 vessels between 2,000 and 3,000 GRT, consisted of a mix of boat sizes. Even if all of the smallest boats for which the USSR had been granted licences were to be used at once, the maximum number which could fish at any one time would be 22 vessels, made up of 24 under 1,000 GRT (equivalent to 9.8 "standard vessels"), one of 1,000 — 2,000 GRT (equivalent to 0.10) and seven of over 2,000 GRT (equivalent to seven).

Mr. Brown said: "The number in use is likely to be the smaller, in fact, since the USSR may prefer to use large vessels more than small ones. Apart from this, there are also restrictions on the

number of vessels of particular fishing power at one time."

While Mr. Brown's plain his interpretation of the Russian deal, his own seem to agree — at least for one small example with ours.

Mr. Brown's own clear that, as our 42 trawlers under 1,000 GRT could be licensed at one time, or 17 over 2,000 GRT, the only difference in the figures, is 25 in the 1,000 to 2,000 GRT range where we stated there be 27.

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Port town for more evidence

NOW setting out to meet the fishermen, is the Commons trade industry sub-committee.

Having taken evidence during the winter, Mr. Marshall, Labour MP for Grimsby, said that it was useful to see how witnesses had strong views on the topics the committee had been and will be considering.

All this, of course, is on their being no election.

Taken a ride

A FRENCH trawler off back to Boulogne week with a Royal boarding party also given orders to go to Dover.

The incident began the Channel after the French trawler *Danville* after agreeing to sail to Dover port, the trawler made off with a Navy officer's ratings aboard.

Brinton gave chase, hampered by other trawlers.

All three Navy men released in Boulogne on a ferry back to Dover. They were able to report ship next morning.

A protest has been registered by the British Embassy in Paris. By this day, this week, there been no reply.

THE IRISH trawler *Muirhead* is reported to have been damaged by a blaze which started on board while she was fishing last day.

"The crew had to be off and the vessel put out."

1,000-ton start by 'Ranger' on mackerel

IN JUST over 40 days fishing from Penzance the new 80ft. Lowestoft stern trawler *Boston Sea Ranger* has caught 1,000 tons of mackerel worth over £40,000.

The manager at Penzance for Boston, Hugh Sims, said that when the trawler returns to Lowestoft she will have a precautionary examination because she has had to sit on the harbour bottom instead of being afloat.

"*Boston Sea Ranger* has done very well," Mr. Sims commented. "She only came on February 1, but we have been particularly pleased

with her performance. "When you have a capital investment of £4m. in a vessel, brand new in November, and brought to Cornwall for the mackerel season straight from the builders, it's good to have that kind of reward from the vessel."

However, the fleet of about ten trawlers moored at the port were last week waiting for the southerly storms to ease before putting to sea to

find out if the mackerel boom has ended.

Mr. Sims said it has been more than a week since a fleet of eight vessels had caught any fish.

"We are not saying the fish have gone, but that it is too bad at the moment to go out and look for it," he said. "We shall soon see if the season is over when the boats go out."

If the mackerel has gone, then the vessels will go on to their home ports, five to

North Shields and one each to Grimsby, Lowestoft and Northern Ireland.

"We have been quite happy with what we have achieved this season. But it would have made life a lot easier if we had the dock gates working," said Mr. Sims.

Penwith District Council has been trying to put the gates into proper working order for several weeks and has spent a large sum on the job.

'QUEEN' SMASHES RECORD

LOWESTOFT'S year-old fleet earnings record was broken on Monday when the side trawler *Oulton Queen* landed 603 kits to make £17,474.

Oulton Queen, owned by Talisman Trawlers and skippered by A. Hutchinson, was at sea for 11 days on the Dogger Bank grounds. Her catch included 339 kits of plaice, 235 kits of cod and 18 kits of prime fish.

"It was a good outcome to the trip," said Michael Hep-ton, a director of Talisman Trawlers and salesman for the catch.

The 120ft. *Oulton Queen* has fished from Lowestoft since she was built about 15 years ago.

The previous highest grossing by a Lowestoft vessel was set up in February last year when *St. Patrick* grossed £16,873 with a landing of 925 kits at Grimsby.

J. MARR and Son's 23-year-old distant water trawler *Brucella* (above) is in the process of being broken up by Albert Draper and Son of Hull. She was built in 1953 at Beverley by Cook, Walton and Gammell. *Brucella* was the oldest side trawler in the Marr fleet at Hull. The company now has only three side trawlers, *Benella*, *Westella* and *Primella* — and *Primella* has been laid up for some time.

White Seas/Norway coast trip.

Barnesley had almost 1,800 kits of codstuffs in her turn-out, while *Spurs* included 985 kits of codley on top of 1,000 kits plus of cod.

BUT's *Northern Reward* (Skipper Wally Harris), in third slot on £40,082 from 1,282 kits after a 21 day Norway coast trip, had a real "haddock special" with just over 700 kits. The balance was split evenly between reds and coley.

Of the 12 middle water landings, with a combined turn-out of only 6,253 kits, BUT's regular money spinner *Ross Cheetha* (Skipper Tom Ross) weighed in with the biggest catch of 830 kits of mixed fish, mostly haddocks, cod and coley, to gross £24,235 and head the section.

Sister-ship *Ross Zebra* (Skipper Ronnie Reeves), with another similar catch, was runner-up with £21,174 from 737 kits. Both vessels had been on 16 and 15 day trips to the Faroes/Westerly grounds respectively.

Taylor's *Oak* (Skipper Pete Newby) was also in contention with a catch of 782 kits, including over 350 of dogs, making £20,393.

The firm must also have been well satisfied with a

£17,904 grossing from *Sando* (Skipper Niel Bray) which included a nicely balanced mixed middle water turn-out of cod, haddocks and coley in her 813 kits. It was a career-best for the vessel which formerly operated as *Rhodesian* with Sir Thomas Robinson. Both Taylor trawlers had been on 15 day Faroes/Westerly voyages.

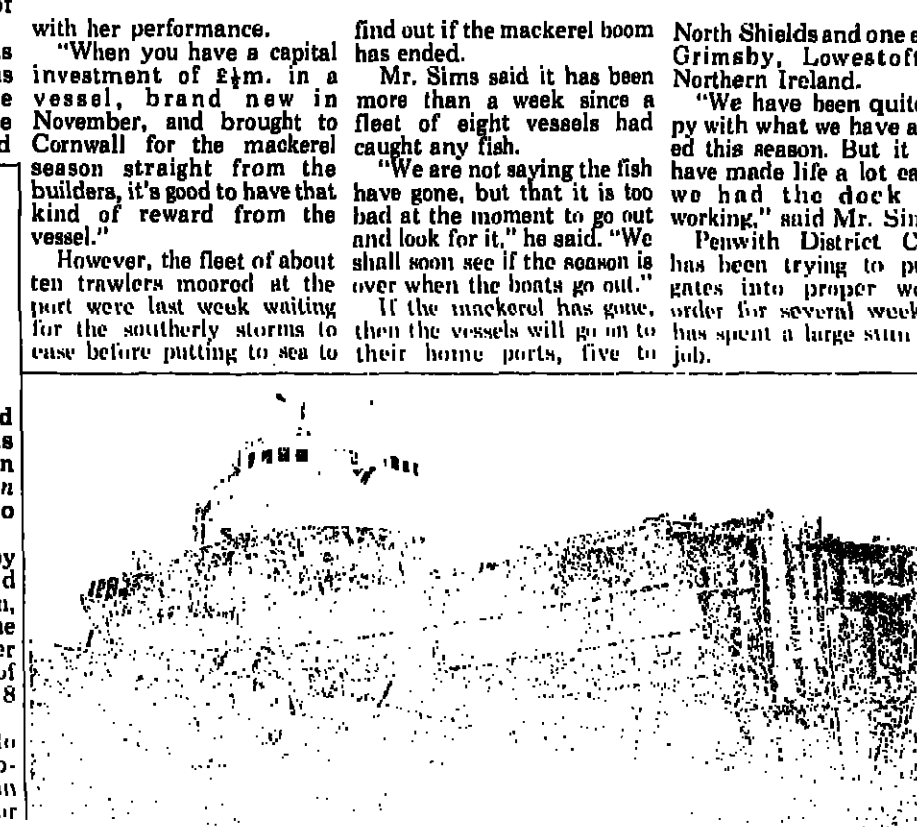
What seiner honours there were after a very slack week were split fairly evenly around the various agencies.

Consolidated's *Walpaal* (Skipper Chris Madsen) was easily the best of many very indifferent trips.

She collected 28,959 from 236 kits after 17 days, while at least a dozen other vessels spent just as long at sea for less than 100 kits.

'Sioux' arrives

THE 57-ton stern trawler *Sioux*, built at Rensfrew in 1975 and owned by Fred Parkes' Delga Fishing Co. Ltd. at Grimsby, has arrived at Lowestoft, she is to work from Lowestoft and it is thought she will be under the management of Ness Point Fisheries. It is understood that the multi-purpose *Sioux* will work from the port as a stern trawler for white fish.



Brucella scrapped

OVERLAND FISH TO THE RESCUE

ONLY four distant water catches were landed at Grimsby last week and there was no distant water fish on two successive days.

Coupled to very poor fishing in the North Sea and on the middle water grounds, the supply position could have been very difficult but for overland fish and merchants' frozen imports.

There was, however, enough of a shortfall on the wet fish markets to hoist prices, with codstuffs and haddocks topping £40 per kit with comparative ease from all waters.

Some squares of North Sea cod, in fact, changed hands near the £50 per kit mark at the upper end of the market.

It is a long time since distant water landings in terms of trips, slumped to last week's level during normal trading. Once again Consolidated Fisheries, with two of the four landings, piled up over £100,000.

Barnesley (Skipper Pat Blaney) just succeeded in shipping *Spurs* (Skipper W. G. Barnesley, Jr.) with a final tally of £52,522 from 1,681 kits after a 22 day White Seas trip, against £52,186 from 1,880 kits taken in a 21 day

White Seas/Norway coast trip.

Barnesley had almost 1,800 kits of codstuffs in her turn-out, while *Spurs* included 985 kits of codley on top of 1,000 kits plus of cod.

BUT's *Northern Reward* (Skipper Wally Harris), in third slot on £40,082 from 1,282 kits after a 21 day Norway coast trip, had a real "haddock special" with just over 700 kits. The balance was split evenly between reds and coley.

Of the 12 middle water landings, with a combined turn-out of only 6,253 kits, BUT's regular money spinner *Ross Cheetha* (Skipper Tom Ross) weighed in with the biggest catch of 830 kits of mixed fish, mostly haddocks, cod and coley, to gross £24,235 and head the section.

Sister-ship *Ross Zebra* (Skipper Ronnie Reeves), with another similar catch, was runner-up with £21,174 from 737 kits. Both vessels had been on 16 and 15 day trips to the Faroes/Westerly grounds respectively.

Taylor's *Oak* (Skipper Pete Newby) was also in contention with a catch of 782 kits, including over 350 of dogs, making £20,393.

The firm must also have been well satisfied with a

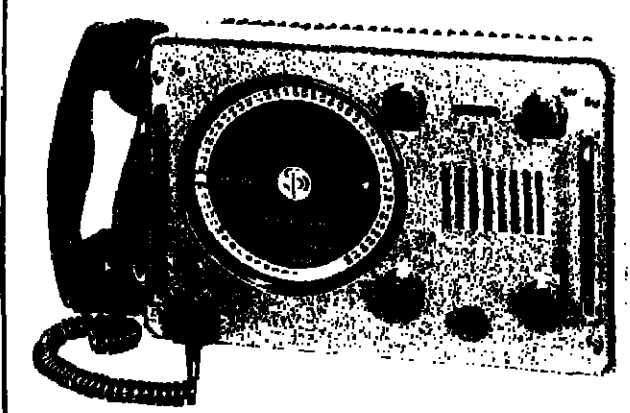
£17,904 grossing from *Sando* (Skipper Niel Bray) which included a nicely balanced mixed middle water turn-out of cod, haddocks and coley in her 813 kits. It was a career-best for the vessel which formerly operated as *Rhodesian* with Sir Thomas Robinson. Both Taylor trawlers had been on 15 day Faroes/Westerly voyages.

What seiner honours there were after a very slack week were split fairly evenly around the various agencies.

Consolidated's *Walpaal* (Skipper Chris Madsen) was easily the best of many very indifferent trips.

She collected 28,959 from 236 kits after 17 days, while at least a dozen other vessels spent just as long at sea for less than 100 kits.

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Merchants hit out at lumpers' one day strike

GRIMSBY, Hull. Fleetwood and Aberdeen markets were brought to a halt on Monday this week when lumpers took part in a one-day token strike.

The strike was in answer to a national appeal from the Transport and General Workers' Union over the planned closure of the local authority docks at Preston, Lancashire.

At Grimsby there were angry reactions from the port's fish merchants.

George Coulbeck, chairman of the Grimsby Fish Merchants' Association, said the merchants were angry and frustrated over the lumpers' decision to support the national call for the one-day stoppage.

He wished to make it clear that the suspension of the association's transport scheme for distributing fish on a UK basis was in no way the fault of the trawler owners or the merchants.

One merchant told *Fishing News* that some had fish from frozen stocks available for distribution, but made heavy losses in retaining normal services.

At Hull there was no fish landed from Friday to Monday. However, about 1,800 boxes of fish arrived overland on Monday from Bridlington and some Scottish inshore ports which met a keen demand.

Hamling's St. Gerontius was forced to land one day late at Hull due to the strike

and put ashore 1,067 kits to make £18,919.

Geoff Anderson, president of the Fleetwood Fish Merchants' Association, said before the strike: "This is another nail in Fleetwood's coffin. Fleetwood can ill afford yet another blank day."

"The recent supply situation has meant far more blank days than we can afford as a port — and now this! Some ports are not affected by the strike so they will grab some of Fleetwood's business."

TIME TO BE PARTNERS

SIR, In reference to the article 'Criminal fishing by the Danes' (*Fishing News*, February 18) reporting the investigation by the Trade and Industry Sub-Committee of the Commons into the fishing industry, there are some points I just couldn't let pass without comment.

George Crawford of North Shields said that the Danes had increased their fishing effort

LETTERS

and 'all' is going for fish meal. Mr. Crawford obviously doesn't know what he is talking about when he makes such empty accusations. The Danes have not increased their fishing effort. In fact, the Danes are trying as hard as they can to find other ways of fishing and for different kinds of fish — both for the edible and industrial sides of the industry.

If Mr. Crawford thinks back just one year, he may remember there was an article in *Fishing News* about 10 or 12 large Norwegian vessels, which had caught as many sprats in one week as the whole North Shields fleet could catch in a season.

This is something the Danes have never been able to manage. But, maybe Mr. Crawford is afraid of trading on Norwegian tows because a few English trawlers are allowed to fish in Norway's Economic Zone.

The other thing I would like to comment on, from the same article, is the statement by Leslie Cunningham of Brixham, Devon. He pointed out "the large Danish Government investment in the factories there". Where is "there"? It must be down in Devon the Danish Government has invested its money, because it certainly is not in Denmark.

Anyone who knows the least thing about the Danish fishing

industry knows that the industry in Denmark does not get any subsidy of any kind to any factories or any ships.

I think that it's about time that, instead of being enemies inside the Common Market, the Danes and English started acting as partners.

Then, maybe some day in the near future, we can avoid the misunderstandings and doubts about the Danish fishing industry which I'm sure many fishermen in England have at the moment.

David Hill,
Representative for the
Esbjerg Fishermen's
Organisation (crews),
Esbjerg.

MARKER DRIFTS

THE Runnelstone buoy, marking a group of dangerous rocks near Lande End, has drifted almost two miles from its charted position during recent gales.

It is one of Cornwall's most well-known landmarks, particularly to local fishermen who come around Lande End from the North.

Recent gales, with strong sea swells, have brought problems to Trinity House in replacing the buoy, and the Trinity House vessel *Stella* has been waiting for the weather to moderate.

Dredge blocks harbor

FISHERMEN at Christchurch are protesting that sand dredged to build up Bournemouth beach has now been swept away by tides and is blocking the entrance to Christchurch harbour.

The fishermen will ask Bournemouth Council, through their MP, to reclaim its sand. The sand is also said to have killed off prime fishing marks and nursery beds.

THE Colne Group's *Olivea*, a 254-ton trawler built in 1954, is likely to be renamed *Mustique*. The vessel is currently undergoing conversion for work as a rig stand-by vessel.

'Stirling' smashes port's middle water record

FLEETWOOD'S middle water record was smashed last week when the Boston Deep Sea Fisheries stern trawler *Boston Stirling* returned from the west of Ireland grounds.

She had 885 kits, including more than 500 of cod and pollock, 200 of haddocks, 65 of coley and 10 of dogs, to make £28,044.

Skipper Bill Bridge, who in recent trips has been working the Norwegian coast and White Sea, took his command to his old haunts on the middle-water grounds. After only 11 days he returned with

Gales hit Milford landings

MILFORD Haven's trawlers had a rough ride last week with gales on the Irish Sea grounds forcing boats home with mainly small catches.

Top ship of the week was *Rosevear* (Skipper Alex Simpson) which landed 131 kits for a grossing of £5,065.

On the same day *Jadestar Gipsy* (Skipper Jim Brodie) made £4,400 from 121 kits. Between them the vessels had a total of 120 of cod, 20 of whiting, 75 of roker, three of turbot and brill, two of plaice and two of soles.

On the following day, *Georgina Wilson* (Skipper Tom Smith) landed 58 kits, including 10 of cod, 15 of whiting, 30 of roker and one of soles, which sold for £2,240.

Completing the week's landings was *Picton Sealion* (Skipper Trevor Salter) making £3,228 from 72 kits.

Fifteen of cod, 10 of whiting, 46 of roker, two of turbot and brill, two of plaice and two of soles were the vessel's main varieties.

There was extra activity in the docks last week with the arrival of the Hull freezer *Princess Anne* and *St. Benedict* with a total of 1,000 tons of mackerel. This was unloaded into a refrigerated vessel for shipment abroad.

This is the second time these two freezer have been into the port to offload mackerel into a refrigerated vessel.

Skipper Roger Younger, a former deep water skipper with HUT, told *Fishing News* he had no regrets about moving down to the smaller vessels.

"I am more than happy

Left: Skipper Roger Younger who commands the former Irish-owned *Green Valley* (below).

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his record breaking trip.

Dennis Bond, general manager at Fleetwood for Boston, said: "It was a marvellous trip, a credit to the skipper and crew."

There was further cause for satisfaction in Fleetwood's Boston section when the side trawler *Boston Explorer* (Skipper Bill Anderson) returned from the White Sea and Norwegian Coast grounds with 1,377 kits, grossing £38,638 — a new record for a vessel of her class.

Her catch consisted mainly of cod, but there were also more than 100 kits of quality haddock included.

It was a different story for many of the other vessels which landed. They met the good markets, but unfortunately, in most cases, they did not have the catches to take advantage of them. But quality cod from the Irish Sea grounds helped some vessels to good grossings.

The pocket trawler *Craiginnlar* (Skipper John Jackson) had more than 75 kits of the variety in her total of 106, which sold for £3,251.

On the same day *Resilience* (Skipper Don Bailey) landed 191 kits to make £2,965.

But it was hake which was

the most outstanding record breaker. On the Wednesday a kit from *Andrew Wilson* made more than £100 — a new port high for the variety, but on the following day *Landon Town* landed a small quantity and this went up to £113 a kit.

The buyers were the Oban Fish Selling Co. Ltd., and the man who bought it was Alan Welsh.

"I don't see hake ever coming down again because of the demand from Europe for quality. As long as it is good fish it will always make very, very good money."

He said: "The fish is going to Bilsborough's wholesale fish merchants at Preston. They are prepared to pay for quality fish and hake is at a premium at the moment."

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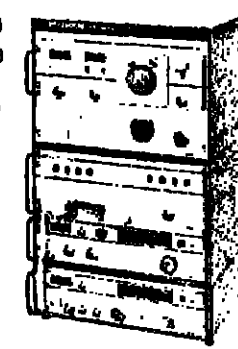
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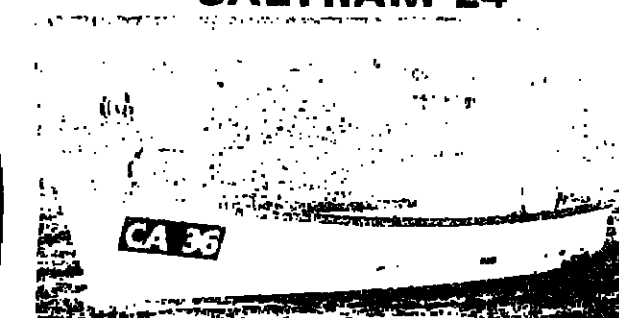
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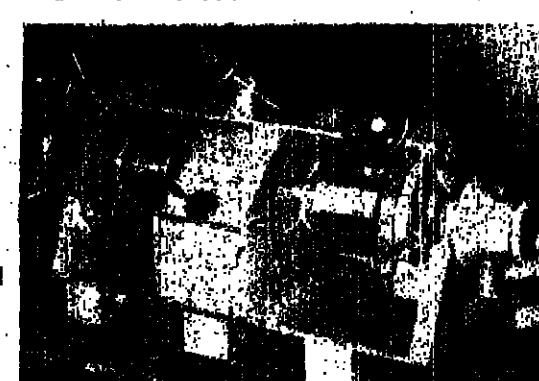
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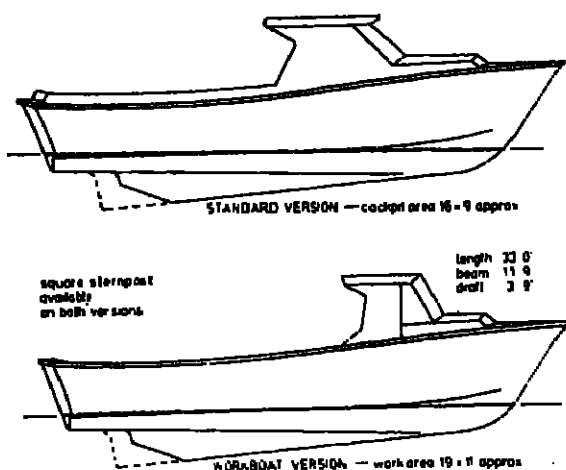
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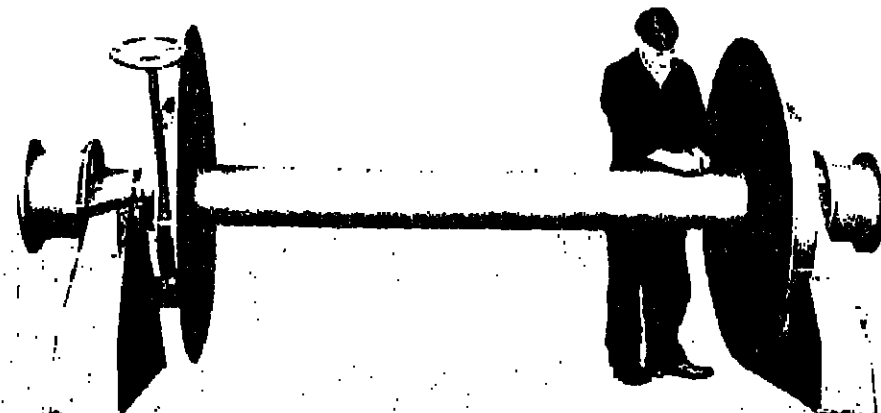


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Sounder series from the USA

AN INTERESTING new range of echo sounding recorders has recently been introduced by the Marine Systems Division of Western Marine Electronics (Wesmar) in Seattle, USA.

One feature which makes them of real interest is that 'memory circuitry' incorporated in them eliminates need for gears, voltage regulators and speed regulators, hitherto used in most transmitter/recorders.

Other features of note are that they are unusually compact; can be used with both high and low frequency transducers; can have white, grey and contour line facilities incorporated — in a single instrument; can record on wet or dry paper; and can be used in conjunction with Wesmar sonars to record targets appearing on the latter's cathode ray tube

John Burgess' Log



screens and show their slant range.
Full details about them will soon be obtainable from distributors of Wesmar sonars in this country.

WHERE TO DIG FOR LUGWORM

THERE are some lugworm beds near here and we propose to dig some for baiting longlines.

"Can you tell us whether it is best to use a spade or a fork, what is the best way of digging them and how to keep them alive until they are put on the hooks?"

A big, brand-tined fork is the best of all weapons for digging lugs.

Dimple

Here is what one expert says about the procedure. You will see a dimple in the sand or mud about nine inches away from each cast. If you sink the fork a couple of in-

ches or so into the dimple, the rock it backwards and forwards, water will start bubbling from the cast, or, another close to it.

This indicates that a worm is lying head towards the dimple in a U-shaped tunnel between that cast and a dimple.

If you then remove the fork from the dimple of the tunnel and, necessarily, drag towards east, you should capture worms.

Personally, I am not sure that this technique is always practicable, though it may be best theory. It is as likely as not to be raining when you are digging and that means you cannot see water bubbling from the cast.

Also it is debatable whether it is prudent to give a warning of your presence by rucking your fork backwards and forward in a dimple.

Speed

You are likely to be able to get all the worms you want in a satisfactory rate if you dig preliminary, you sink your fork deeply close to the dimple, and up turn as the forkful as quickly as possible.

Speed from the moment you start to sink your fork until you complete the turn is the forkful is the speed of the worms can disappear surprisingly quickly when you know they are in danger.

To keep them alive and threaded on hooks, as they way as any is to work all mud off them and put them in a container with seaweed clean sand to cover them. In hot weather some are seaweed on top of the seaweed may help to keep them longer.

Engine search

"CAN YOU tell me what the best diesel engine is for a 12ft boat?"

"I have been trying to find to discover the address of the manufacturers."

These engine are either made or marketed by A. N. Weaver (Coventry) Ltd., or by the Humber Engine Co. Ltd., Coventry.

Recalling some of the stories which appeared in our columns this week 50 years ago.

CHOPPING knife 12 1/2 in. long found in stomach of giant skate landed at Oban.

ONE of Grimsby's oldest boatbuilders, Mr. J. W. Kitching, dies.

GREEN Howard, one of two new trawlers built by Cochrane and Son for Consolidated SF Co., arrives at Grimsby after trials.

SMITH'S potato crisps suggested as a new product for a large and quick turnover for retailers.

TWO Faroese smacks collide, drowning seven crewmen.

£900 still needed to open new Fishermen's Institute at Folkestone.

SINKER MOULD

"CAN YOU help us with a problem? We cannot locate a firm which supplies moulds for making 2, 3, 4 and 5 lb. shaped lead sinkers."

If you know of one, should be grateful for the name and address."

Either Spencer Co. Ltd., Kemick Road, Ferryway, or Buckley's Ltd., Harbour Road, Bridlington, North Humberside, are likely to be able to supply you with the moulds you want.

ANY QUESTIONS?

IF YOU have any queries about boats, equipment, or methods, John Burgess is always prepared to try to answer them if they are with a stamped address and a stamped envelope for reply.

fish handling

PROCESSING AND MARKETING

ISLAND GIVES GO-AHEAD FOR DRYING PLANT

THE 24 MILLION fish drying factory and pier planned for Breasote, Isle of Lewis, by a Norwegian firm in partnership with the Highlands and Islands Development Board could be in operation by spring 1978. The Western Isles Council approved the planning application for the development last week and the board has now applied to the Secretary of State for Scotland for permission to go ahead.

The main species to be processed is white ling. As this fish is only available between April and September, it is planned to also use saithe, blue ling, tusk, blue whiting and mackerel. These fish are not at present subject to quota restrictions.

The factory would require an annual throughput of 4,500 tons of wet fish to reach break-even point and is hoped to achieve 5,000 tons after three years, with a maximum of 7,500 tons.

The factory would be curing fish principally by drying, but with some element of salting. Specialised drying machines will be used.

The bulk of the products from the factory are to be exported mainly to Scandinavia, Italy and Africa. It is also hoped to produce 'luetisk' from dried ling filets. This is a delicacy in Sweden, and to a lesser extent in Finland, which is both expensive and profitable. There

may also be a fish meal plant in the long-term.

The plant is expected to employ a full-time labour force of 34, plus 15 on a part-time basis. If permission from the Scottish Secretary is granted quickly, building work would start almost immediately, with the aim of having a watertight building by the autumn. The processing machines could then be installed during the winter.

The project, although generally welcomed, has been treated with a great deal of scepticism by fishermen's organisations. They point out that the local fishing fleet has neither the required size of boats, nor the necessary experience in long line fishing, to keep the factory supplied. Most of the catching will have to be done by foreign boats.

The Scottish Fishermen's Organisation summed up by saying: "It would seem to us that the project is a non-starter on the grounds of supply and other bodies, including the WFA, also have grave reservations about the viability of the project."

The Stornoway Fishermen's Port Committee states: "There is a strong suspicion among Lewis fishermen that the Norwegians will attempt to gain access to our exclusive

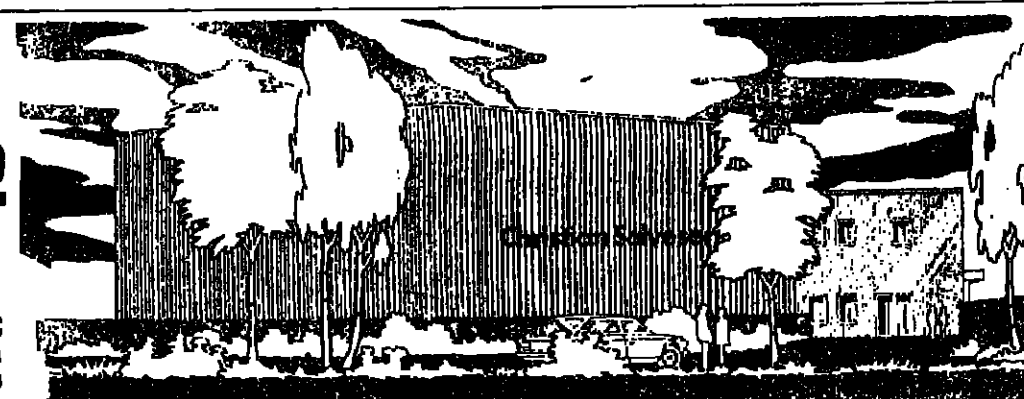
Salvesen move into Boulogne

COLD STORE operators, Christian Salvesen Ltd., has taken its first step outside the UK. A 20,000 cubic metre cold store is to be built in Boulogne — top fishing port in France.

The 12,2m store will be located on the 'La Trésorerie' industrial estate at Boulogne-sur-Mer.

The choice of Boulogne as a site reflects plans by DATAR (the French regional development agency) and the local Chamber of Commerce to develop the port as one of Europe's major frozen food centres.

Construction work will be undertaken by Smith and Partners of Burton-on-Trent, England, using local French sub-contractors. Smith has built almost all of the 12 cold stores owned by Salvesen in the UK.



Artist's impression of Salvesen's planned £1.2m cold store at Boulogne.

When completed in late 1977, the Boulogne cold store will be equipped with the most modern storage and handling facilities, including mobile racking and temperature controlled closed

loading bays. In a second phase, Salvesen intends to include processing facilities for fish, vegetables, meat and prepared meals, as well as agricultural products from the hinterland.

The Boulogne Chamber of Commerce has already built an adjacent advance factory designed to accommodate a suitable food processor. Boulogne freezing expansion — page 10.

UNION COLD STORAGE

FISH PROCESSING & STORAGE

Fish processing storage at Aberdeen Cold Storage Co. Ltd. Canon Cold Storage Ltd. Union Cold Storage Co. Ltd. — Avonmouth, Glasgow and Hull (packaging)



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HEALTH TICKET CHARGES ROW

FLEETWOOD fish merchants have protested about new inspection charges imposed by Wyre Council on fish for export to France.

The inspections follow a decree by the French government that fish exporters must have their fish checked and certified before it is allowed into France.

Wyre Council's health committee had decided to charge £2 for each check by their inspectors. A letter from Fleetwood Fish Merchants' Association, considered by the committee at its last meeting, said that the charges had caused resentment and were no good for fish exports. One merchant estimated that it would increase his annual expenses by £1,000.

Chief environmental health officer, Mr. D. R. McCulloch,

said that the sum is "a bit of an exaggerated figure".

He said the inspection work involved about 14 hours' work daily and the overall cost to his department was about £1,658 at the current level of demand. Certificates elsewhere ranged from £1 to £3, although Grimsby and Aberdeen had not yet decided

on their charges.

The merchants' claims were countered by the committee chairman, Coun J. D. Grime, who said it is purely a service to help them sell fish "and they want it for free".

Mr. McCulloch said that they had been asked to do the inspections by the Department of Health as an aid to exports.

Smokie trouble

AFTER a bad winter Arbroath's smokie industry is now getting into deeper trouble.

Scarcity of fish locally has temporarily forced many small fish merchants out of the business, while others are buying their supplies from Peterhead at high prices.

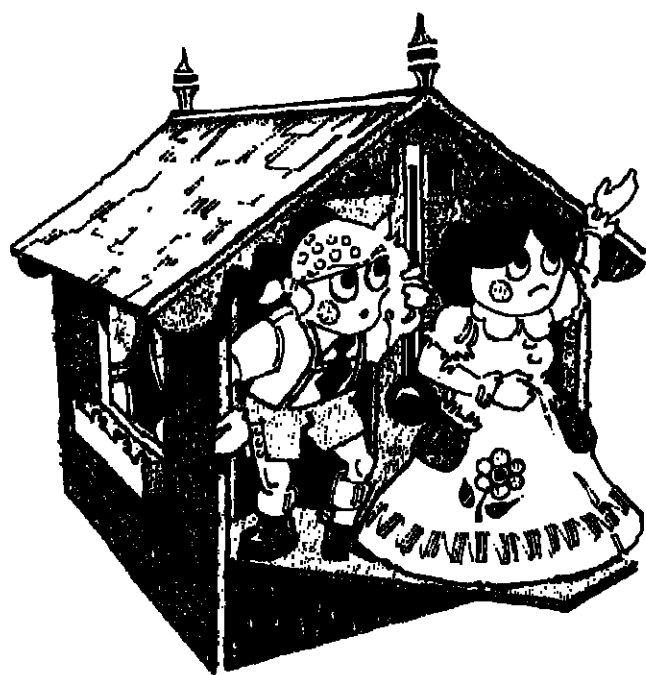
Mr. E. D. Smith, chairman of Arbroath Fishermen's Association, said "This has been an exceptionally bad

time for fishing. Many local boats are now fishing out of Peterhead".

Fish merchant, Joe Heenan, said: "Fish are scarce, thin and very dear. Very few haddocks are being landed these days at Arbroath."

Many Arbroath boats are fishing out of Peterhead, but it means high prices and smokies selling at 48 to 49p per lb. This is the worst March for many years."

FISH HANDLING, processing and marketing



What's happening to Britain's climate?

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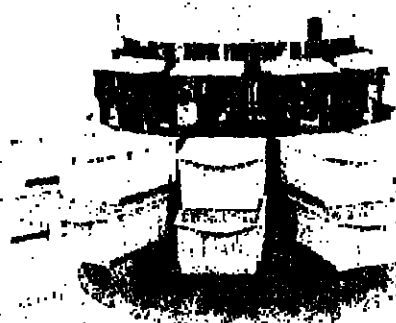
Prestcold service means specialist advice on any cooling, chilling, freezing or air conditioning application; over 500 field engineers linked into a national UK network to install equipment, maintain it and ensure that you get the best from your investment; 50 depots throughout the country carrying more than £5 million worth of warehouse stock and parts; plus the knowledge that Prestcold makes, in Britain, the plant it installs . . . and exports around 50% of all production to 91 tough overseas markets.

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Modest mackerel a lifesaver... FOR THE FIRM THAT KEPT ON SMOKING

GRIMSBY FISH curers have long represented a pinnacle of skill in the ancient art of smoking. The fish docks and the surrounding areas are thronged with smoke houses identified by banks of gently swaying kiln cowl on-topping roofs on the irregular Grimsby skyline.

At one time up to 15% of all deepsea fish landed at the humber port, plus vast quantities of herrings for kippering, ended up in the smoke holes below. But the decline of the herring industry, the run-down of the distant water fleets, and the growing demand from the housewife for convenience fish products have had a serious effect upon smoking in the seventies at Grimsby.

Faced with these threats one of Grimsby's best-known curers, Ernest Cox (Grimsby) Ltd., with a national reputation for quality finnan haddock based on almost a century of experience, realised three years ago that its survival could well depend on the introduction of a new product. It had to come from a substitute fish as acceptable as the traditional smoked fish best-sellers; moreover supplies of the fish had to be plentiful and, with 200-mile limits on the horizon, the firm took a long look at home-produced trout and the abundant mackerel in our own waters off the Westcountry.

At that time most British-caught mackerel found its way on to continental tables and, although smoked mackerel had been tried before, somehow it had failed to fire the enthusiasm of the British housewife or caterer.

Trout clearly looked the safer bet, but undaunted managing director Graham Peers and fellow director and factory manager Kenneth Mumby-Croft went for the mackerel. They believed Cox's skilled staff and production methods could develop a product which eventually would become an acceptable selling line.

Line-caught

Contacts were made at Falmouth and Newlyn with Cornish fishermen for the supply of graded line-caught whole fish. Encouraged by the two directors, production of a headless, gutted whole fish began. It was not instantly successful, but the persistence of the sales staff, selling hot-smoked mackerel for the first time through existing accounts without a massive advertising campaign, gradually gathered momentum.

Taking up the story Mr. Mumby-Croft told *Fishing News* the turning point came about five or six months after the whole fish had been launched. A request came in for ready-cooked smoked mackerel fillets and suddenly Ernest Cox (Grimsby) Ltd. was on a winner.

Sales soared as the plant went flat out to meet the demand. In less than three years smoked mackerel fillets were outselling the renowned Cox's finnan haddock as a ready-cooked product. It was fast becoming a delicious new taste in restaurants,



Director and factory manager, Kenneth Mumby-Croft, who was responsible for much of the pioneer work.

delicatessens, 'wine and dine' establishments and above all was catching on with the housewife.

Mr. Mumby-Croft pointed out here that an important factor is that the product needs no cooking by the housewife and is without any wastage, or leftovers. It is superb cold with a salad, or equally as good when lightly grilled, and while many consider it an inexpensive alternative to smoked salmon it also makes up into a first-rate pâté.

Throughout the Cornish season from September until the end of February, the firm takes a weekly delivery of 25 to 35-tonnes of graded whole fish.

The fish arrive by road truck and within 12 hours of being caught are being processed at Grimsby. It is only during the autumn and winter that the fish have the high oil content (usually between 16% and 22%) vital to the succulent taste, although it can drop to a minimum of 12% and still produce an acceptable product.

To ensure year-round production from high oil con-

tent fish, Ernest Cox stockpiles mackerel from the winter in cold stores. This season frozen supplies, carefully graded, have come from the BUT freezer trailer *Orsinu* and at the end of February Cox's had something like 700 tonnes in store for out of season production.

Rising price

The demand for quality fish has been so competitive this season with rival producers turning to mackerel that the firm has paid an average of £40 per tonne more for mackerel over last winter's price; nevertheless it is still reasonably priced in the shops.

Processing takes just over three hours. The fish are filleted and cleaned and the fillets are placed in a 70° brine bath for about three minutes. They are then spaced out on horizontal wire shelved mobile racks

FISH HANDLING, processing and marketing

('horses') before entering the kilns. Each rack holds about 50-stones of fillets and the Afos kilns, specially introduced for mackerel, can cope with 100 stones, or two racks, every 2½ to 3 hours.

The firm had developed its own specialist techniques for the 'cooking' and with so many rivals attempting to copy this delicious taste it would be wrong to divulge too much. Sufficient to say the 'cooking' comprises a three stage process where temperatures and smoke are carefully controlled.

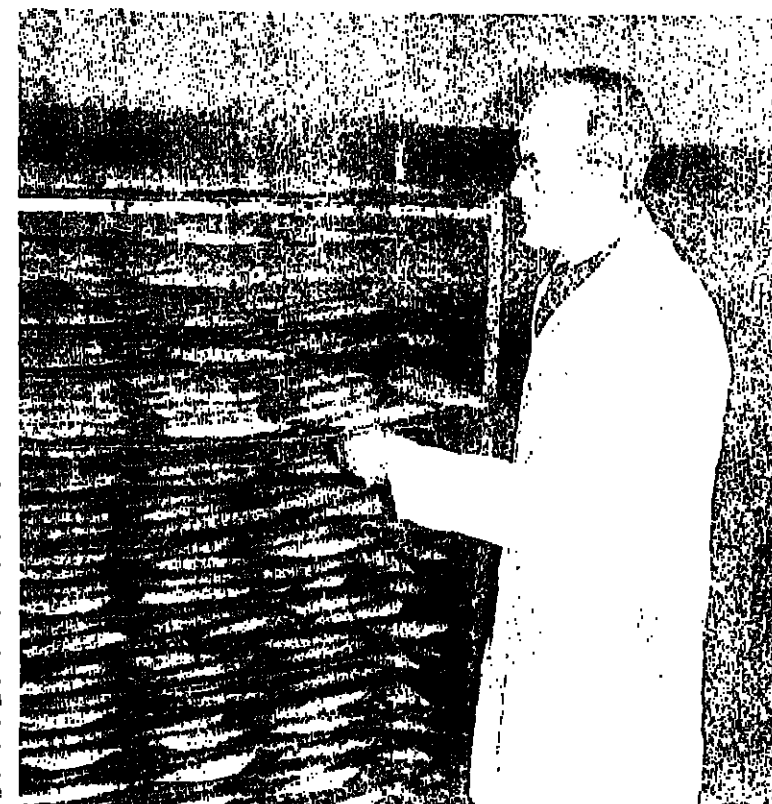
Once out of the kilns the fillets are allowed to cool naturally to prevent sweating and then the ready-cooked fillets, averaging between 4 and 6 oz., are graded and packed, often to individual customer requirements, in interleaved 7 lb. boxes.

The packers have an uncanny eye for accuracy and check-weighing on scales is usually little more than a formality. Working at an amazing speed two girls will clear a 'horse' in 20 minutes. Of the original whole fish 50% goes for offal in the filleting and a further 10% weight loss goes in the cure.

The firm still produces a whole headless and gutted hot-smoked mackerel, individually packaged in polythene sleeves.

The preparation varies in the brine soaking, which lasts for 60 to 80 minutes, and the fish are 'rodded' up for vertical smoking on the racks, otherwise the processes are identical.

A major selling point with Ernest Cox ready-cooked smoked mackerel, whether fillets or whole fish, is that no dye or artificial colouring is used in the production and the rich, appetising appearance is produced by a completely natural cure. The firm is also supplying its associate company, Fish Products Ltd., of Grimsby, with mackerel smoked and ready-cooked fillets for freez-



Above: factory foreman, Jack Atkinson, in the smoky atmosphere of the kiln room inspecting mackerel fillets. Far right: in the mackerel fillet packaging department. Fillets are being interleaved.



this way

or that way



Taste for hake is growing...

AS THE price of cod climbs there are signs that hake could be taking over as the most popular fish on the family plate.

According to Findus, sales of hake in the Eastern Counties of England have jumped by 300 per cent in the last year.

Findus' thinking on the reasons for this change were given by marketing manager, David Barlow. He said: "The pronounced

flavour of hake is a very regional taste, normally associated with Wales and the West. But we are now witnessing an upsurge in consumption in the Eastern Counties.

"In the past, this area has never appeared to have shown a strong bias towards any particular species of fish and this could be one of the reasons why the economical hake is becoming more popular here."

OBITUARY

ONE of Ireland's best-known herring dealers, James McBurney of Analong, died earlier this month.

Mr. McBurney (77) was involved for the whole of his life in the fish business and amassed a knowledge of herring which was quite unparalleled in Ireland since joining the industry in 1915. A partner in the firm McBurney & Co., he had

cured herring in the Isle of Man and all the major ports in both the north and south of Ireland; he was also involved in kippering and the white-fish industry.

During his career he became very highly respected by all who knew him, not only for his great knowledge of the business, but also for the honesty and integrity with which he transacted all his affairs.

Although retired at the time of his death, Mr. McBurney kept interest in the fishing industry.

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French port prepares for freezer boom

IT HAS BEEN forecast that in the years between 1972 and 1980 the frozen foods market in Western Europe will more than double. To cash in on the boom, Boulogne-Sur-Mer, the major fish port in France, has started a programme of development aimed at bringing it on a level with the major European centres for freezing and cold storage.

By taking advantage of its locations at the intersection of important European trade routes, the port aims to become the frozen foods capital of the EEC.

A big increase in Boulogne's frozen fish production by the end of the decade is just one part of a four-pronged growth programme for the port which takes in ready meals, frozen meats, and frozen vegetables which are considered to have the greatest development potential of all.

According to a detailed market survey completed for the Boulogne Chamber of Commerce and Industry at the end of 1974, Western European countries will be requiring a total of 2.8 million tons of frozen produce by 1980, a huge growth of about 130 per cent since 1972 and about twice that of any other of the major food markets. In comparison, the growth of frozen foods in the United States is expected to be only around 50 per cent over the same period.

Although the increase in consumption of seafood, at one time the leading frozen commodity, is expected to slow, fish and shellfish will still command about a 20 per cent share of Europe's frozen foods. Fishing, therefore, has a very important role to play in Boulogne's development plans, and the presence of a viable trawler fleet there and the concentration of a number of firms specialising in freezing, processing and marketing fish and fish products is one of the keystones on which the whole expansion programme rests.

The average yearly landings of fresh fish by the Boulogne home fleet is about 140,000 tons, making it the leading fresh-fishing port in France and one of the biggest in Europe.

The total traffic in fish through the port, however, is much greater. Last year about 250,000 tons of fish passed through, of which more than 122,000 tons were landed by Boulogne's deep sea fisher fleet and about 25,000 tons by boats from other French ports. The remaining 103,000 tons were made up of imports, mainly deep frozen, which were brought in either by lorry or by refrigerated transport ships from the USSR, Spain, Argentina and Africa, and

from the French tuna bases in the tropics.

With such a large volume turn-round of fish and other frozen foods (Boulogne will be freezing at least 30,000 tons of green vegetables by 1980), adequate cold storage capacity is vital. In 1974, the combined volume of Boulogne's

ice machine of 100-tons a day capacity. On demand, therefore, the port is able to produce up to 550-tons of ice a day and to store a reserve of up to 1,200 tons.

At least eight companies at the port are engaged directly in fish freezing and processing. These include: Pecheries de la Morinie (Findus); Ste La Surgelation Alimentaire (the big Peche et Froid Group); Ste Allum; Cie du Froid Alimentaire and Ste Gelmer.

The processors get their supplies either from high-quality fresh fish landed locally or from frozen block imports. In the former case they will often deal directly with the producers rather than buy through the market. All frozen fish, however, has to be sold through the auction. There is also a law in France which prohibits the defrosting of frozen consignments, except for canning and smoking, so the bulk of frozen fish is utilised in the frozen state.

cold stores totalled 125,000 m³ of which 70,000 was for public use and 40,000 in quayside for receiving freezer fish consignments. This could be considered large on a national scale, but insufficient if the port is to compete internationally.

It was, therefore, decided as a first priority to aim at doubling cold storage capacity from 125,000 m³ to 250,000 m³ or even 300,000 m³ by the end of the decade. Already three new stores are scheduled for construction, including one 20,000 m³ facility for Christian Salvesen. With this and other construction projects in hand, the port will have at least 180,000 m³ of cold storage by the end of this year and will be well on the way to meeting its target.

There are four cold storage firms in Boulogne: Ets. Auguste Descostes; Cie du Froid Alimentaire; Cie Generale Frigorifique (l'Union) and Norfrigo. This last company has rapidly expanded its cold storage facilities since its establishment in 1966. Originally Norfrigo had 400,000 m³. By 1969 capacity had expanded to 12,000 m³; by 1972 to 30,000 m³; and by 1975 to 50,000 m³. The firm is still growing, and at the end of this year the addition of another 20,000 m³ will bring its total capacity up to 70,000 m³.

At present, more than half of Norfrigo's space is taken up by fish and fish products, about 25 per cent by green vegetables and the remainder by meat, poultry and game.

Norfrigo also supplies the bulk of Boulogne's block ice, up to 300 tons a day. An associated company, Glaciers Le Jeune, can produce 150 tons of block ice a day, and France Gel has a Sabrose flake

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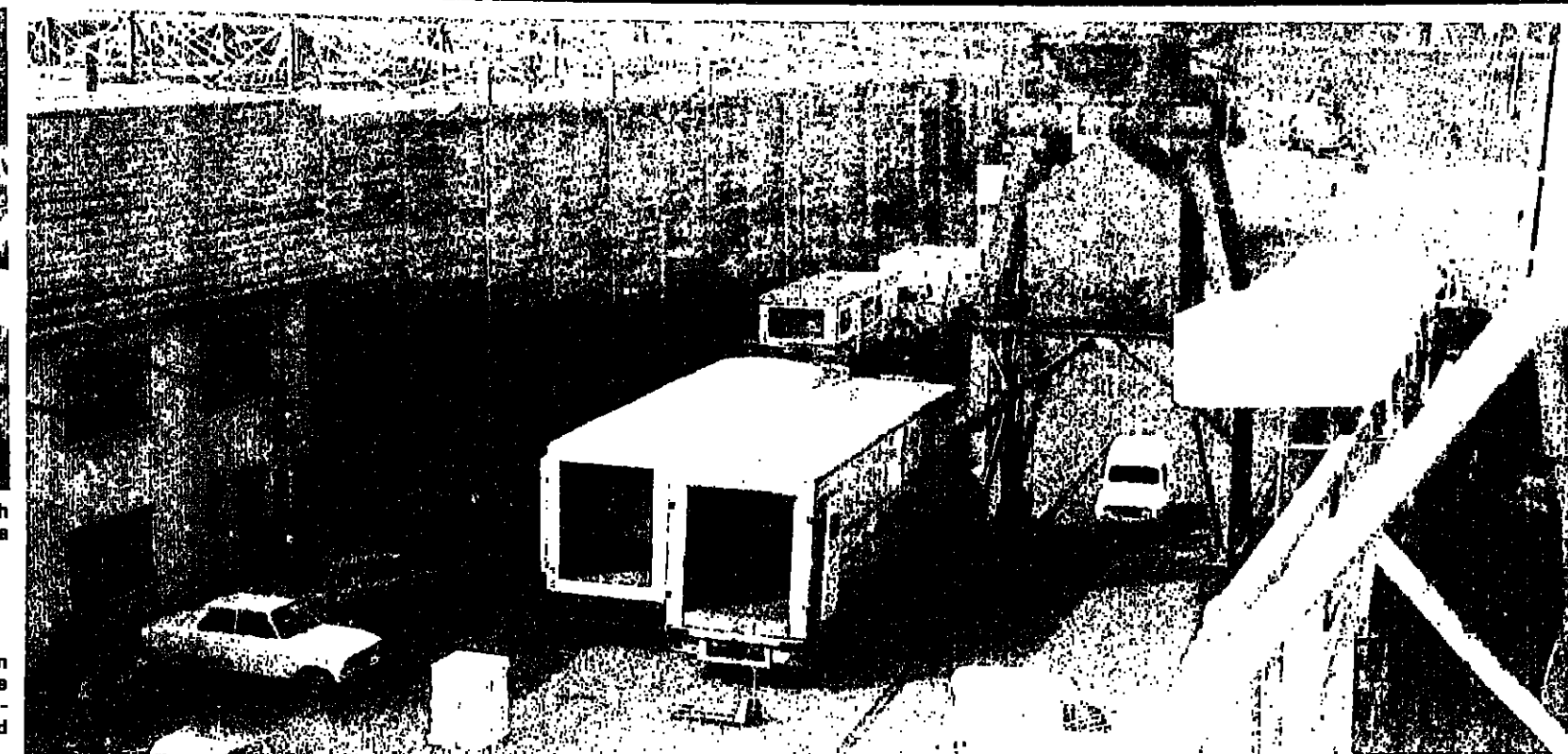
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FISH HANDLING, processing and marketing



Above: cutting frozen fish blocks at Pecheries de la Morinie (Findus).



Right: quayside at the Bassin Loubet showing the cold store of Norfrigo and frozen fish being loaded into refrigerated lorries.

strategically positioned at the crossroads of trade between these important consumer centres, with London to the west, Paris about the same distance to the south, Rotterdam to the north and Cologne and the Ruhr to the east. Furthermore, it has excellent refrigerated transport links to all these major centres, either by rail, road or sea.

As a lure for new investment, Boulogne and its environs offers one of the highest potentials for available manpower in France, with almost 40 per cent of the population under 20 years of age. It is at present developing a whole new industrial zone just north of the main town called "La Trésorerie", which is well

suited for freezing and processing. And for firms wishing to expand or to move into the area, there are attractive financial incentives, including a regional development grant and various tax exemptions.

But while delighted with these prospects, Boulogne fish producers are more than a little concerned by a downward trend in the port's landings since 1973, worsening the situation is the present heavy demand for fish by Germany which, backed by a strong currency, is swallowing up raw material that the French processors badly need.

During the next three or four years, the problem for Boulogne will be finding supplies.

PLASTIC

PLASTIC FISH boxes faced a big test in France during February. For the first time merchants in the port of Boulogne were asked to bid for boxed-at-sea fish in plastic containers.

To the relief of the vessels' owners, who had expected some resistance, the buyers' verdict on the quality of the consignments was reflected in the high prices they fetched.

Boxing at sea is not new to Boulogne: it accounts for up to 30 per cent of the fresh fish landed by the trawlers, and a higher figure still in value terms.

Up to now, however, all the boxes taken to sea have been wood.

Boulogne's trawler owners — always conscious of the need to cut landing costs — considered putting plastic boxes aboard their ships as far back as 1972. The problem was to sell the idea to the merchants who were accustomed to buying and dispatching their fish in the same wood box used aboard ship. Although these boxes could only be used once, they saw no advantage in re-packing and re-icing on quayside, and even feared that the plastic containers might result in a downgrading of quality.

Now, in the early stages of what may become a complete change-over from wood, the Boulogne vessels are sailing with about one-third of their boxes in plastic.

Initially, the owners have purchased jointly, through the Syndicat des Armateurs du Boulonnais, 60,000 Allibert 30-kilo capacity plastic boxes with press-on covers. They are deployed in a box-pool system managed by the Chamber of Commerce.

Bright red in colour, the boxes have an internal volume of 42 litres and capacity for about 30 kilo fish and ice. Their external dimensions are 670mm long, 500mm wide and 200mm deep.

FISH HANDLING, processing and marketing

SCAMPI DEVELOPMENT IN SCOTLAND

PIONEERING some of the most advanced methods of scampi production is the west coast firm of Scottish Seafoods. This is one of five processing plants operated by the Young Group of Companies in Scotland.

The opening of a £500,000 extension at the Annan factory by the Secretary of State for Scotland, Bruce Millan, (Fishing News, February 25) underlined the rise to prominence of the once humble nephrop.

From a small shellfish factory which was originally set up to produce peeled shrimps, has grown the largest scampi plant in the UK employing over 400 people.

The sudden growth in the scampi market is reflected in the price of nephrops from which the product is made. Just three years ago these were fetching around £3 a stone. Now they average out

at £12 to £25 a stone. Last week nephrops were breaking all records at Mallaig, where one boat made £40.00 a stone.

Over the next year, fish worth £3 m. will be coming into the factory. The peak of the scampi season runs from April-October and so the factory is also fast building up a scallop production line and will also be handling queenies. Most of the scallop production is destined for the French market, with queenies going to the United States.

Main supplies for the scampi line come from Ayr, Girvan and Mallaig, on the west coast, as well as ports on

the east coast down to Blyth.

The scampi tails come into the factory in plastic boxes and they are washed and machine graded. Next stop is the chill room, before they move on to the Frigoscandia liquid nitrogen freezer which can deal with 100-stone an hour, freezing down to 200F.

After being weighed into 35lb. blocks, the nephrops pass through a glazing machine to prevent dehydration during freezing.

A three-shift system is operated at the factory and the main concentration of labour is centred on the hand peeling line. There are 102 of these expert ladies on the day-shift and 80 come in at night. Following an eight-week training course, a peeler will produce a 10lb. unit in an hour (approximately 10 a minute). Top speed peelers will produce nine to ten (10lb.) units a day.

When peeled and de-

veined the scampi tails are placed in bins on a conveyor belt which moves them along to an X-ray machine. Here, broken fish or fish with veins left in are revealed and rejected.

Development work is now being carried out at the factory with an automatic peeling machine. So far this machine has cost around £100,000 and, at this stage, Young's will only cautiously say, "We're slowly winning". While development of this machine is a long term project, it is not viewed as a replacement for high quality hand peeling.

The machine is hand-fed. Scampi tails pass on to a drum, where the vein is taken out, and then to a second drum for the extraction of the meat. Shells with any meat left in are automatically sorted out at the end of the operation.

In the fast freezing depart-

ment, Young's is also pushing ahead with new techniques. Apart from the standard Frigoscandia liquid nitrogen systems at the factory, the plant is the first in the UK to employ CO₂ as a freezing agent.

The original work on this machine was undertaken by the firm of Greer at Sittingbourne, Kent. After £25,000 in development money had been put in by Young's, the Sittingbourne firm closed. So, it was decided to bring the machine to Annan, along with the development engineer who had worked on it.

The system is basically a band freezer linked to a spiral freezer, working with an impulse feeding unit. Although there were initial problems with the link up of the band and spiral system, these have now been overcome. Transfer of the product to the spiral freezer is achieved by using a

vibratory chute.

To speed freezing and aid the transfer operation, the carbon dioxide wraps the scampi tails in a frozen crust. This crust allows the product to move on the belt and, at the same time, helps to increase quality. The crust freezing process takes the product down to -80 deg C and the spiral freezer operates at -60C.

The CO₂ system has the advantage of speed of freezing and processing. A wide range of packs is produced, from 1 lb. bags of plain scampi to shell-on tails, using firms to the popular breadcrumbment. While noting wrap is carried out at Young's, progress had been made in Thorne, South Yorkshire.

Apart from the UK, where customers include Marks and Spencer and Sainsbury, restment and employment has big scampi levels. Young's has big scampi levels. markets in the United States and Europe. Shell-on tails are popular mainly in the

FISH HANDLING, processing and marketing



The scampi — also known as the Dublin Bay prawn (*Nephrops norvegicus*).

industry, said Mr. Young. "These only lead to factory closures and hire-and-fire situations."

While conservation is important, pointed out Mr. Young, "the aim must be to place the management of fisheries on to a basis of longer-term planning between ministry, fishermen and processors."

Young's is pushing ahead with development of a new scampi factory at Campsie which is due for completion in the spring of 1978.

At the opening of the new plant, Young's is pushing ahead with development of a new scampi factory at Campsie which is due for completion in the spring of 1978.

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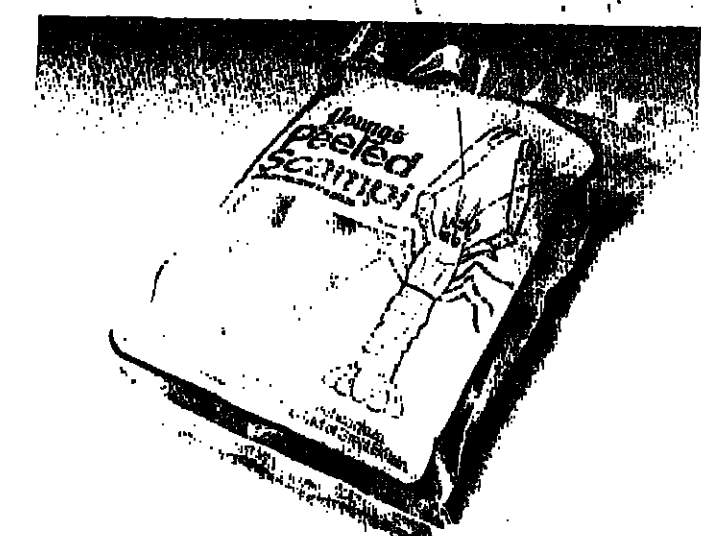
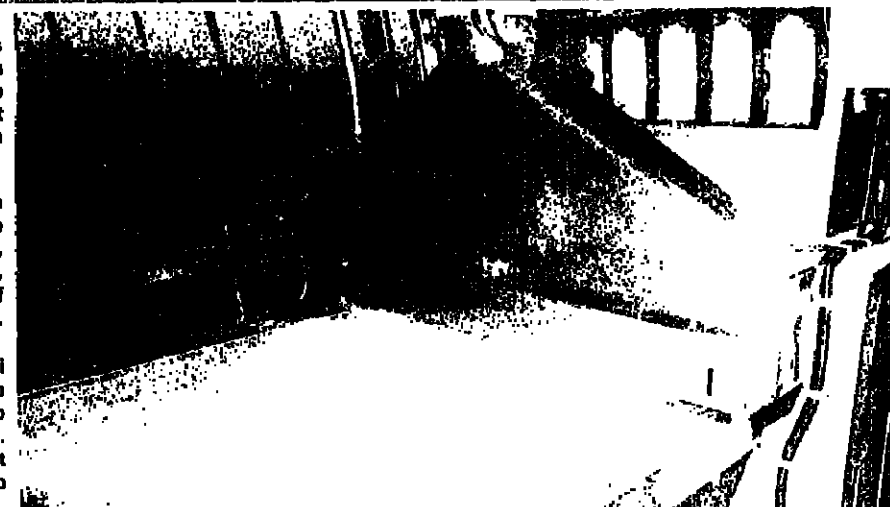
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Above: the new extension to Young's Scottish Seafoods factory at Annan. The factory is the most modern shellfish plant in Europe.

Left: Scottish Secretary of State Bruce Millan (right), with Norman Young, on the opening day of the plant's extension.

Right: peeled scampi on the carbon dioxide belt before passing to the spiral freezer. Young's is the first firm in the UK to use the CO₂ system.



Above: 1 lb. bag of Young's individually frozen scampi. Three grades are available: 60, 35 and 25 to the lb. Below: peeling scampi — Young's prefers the traditional hand method.



EURO-link expands export market

SCOTTISH scampi is being exported to many parts of Europe from a small but thriving processing firm in the Fife village of Anstruther.

With a turnover last year of just short of £1 million, Fleming's Scottish Scampi Ltd. provides employment for about 70 people, and extensions now being built will enable more people to be taken on in the near future.

Founded by John Fleming in the mid-1960s, the firm began to look into the export market in 1969 and business has steadily grown. Today, the company has important outlets in Germany, France, Spain and Italy.

Some four or five years ago the firm linked up with Ecuria S.P.A. of Italy, which now has a half share in the business in partnership with John Fleming.

The link between the two concerns provides mutual benefits in that Ecuria market Fleming's products in Italy, while Fleming's is able to handle the Italian firm's products in this country.

Some 80 per cent of Fleming's products are sent abroad and the most popular line is whole uncooked frozen nephrops packed in one kilo cartons.

The firm is able to handle up to 2,000 kilos of whole fish a day and in addition buys nephrop tails for freezing shell on or unshelled.

Catches are bought every day on a contract basis from boats based at the nearby port of Pittenweem where there is a year round trawl fishery for nephrops. Supplies are also obtained daily from the Isle of Skye where catches are collected from the boats by Portree Fisheries.

Nephrops from the west coast, especially the larger fish, are often caught in baited creels.

At the factory the heads-on fish are packed in the one kilo cartons before freezing and a grade mark on the carton indicates the number of fish it contains. According to the size, the number in a carton can vary from only four or five to as many as 60.

After passing through a nitrogen tunnel freezer the cartons are packed in ten kilo boxes ready for dispatch.

Germany

Nephrop tails with the shell on are frozen and graded in one kilo polythene bags and these are mainly popular in Germany and Italy.

Products from the shelled tails include breaded meat in one pound polythene bags for the home market.

At present a hired 40ft. French truck takes products to Italy once a fortnight. However, for deliveries in Britain and France, the firm has just invested in its own £16,000 refrigerated truck which can take a load of nine tons.

A nine-ton capacity truck was chosen as it allows customers to receive just the right amount of supplies they require once a fortnight.

Although scampi is the factory's main product it also buys monkfish, squid and Dover sole for freezing and export, these having been specially asked for by some of the firm's continental customers.

Speaking to Fishing News at Anstruther, Mr. Fleming said that his company was originally a haulage contractor specialising in fish transport.

At one stage a processor asked him if he would also buy fish from Scottish ports, but Mr. Fleming later decided to enter the fish processing business on his own account.

Beginning with a staff of eight women, the firm became operational in 1966 and the business has steadily expanded with the growth of its continental outlets.

The growth has been helped by the fall in value of the pound which has enabled Britain to sell more competitively in Europe, and the firm was given added impetus to sell abroad when there was a slump in the home market for scampi two or three years ago. Through its links with Ecuria, Fleming's has been able to exhibit at international trade fairs. Last year its products were displayed at the Italian firm's stand at the food and processing show, Expo Actualites, in Paris.

As the firm's work has developed the factory has bought more modern equipment. It now has two cold stores of 16 and 60-ton capacity, and a BOC nitrogen tunnel freezer.

The brending machine is from Poumeck and the boxes and cartons for packaging are from Field, Sons and Co. Ltd. of Killingworth, and William Thynes of Edinburgh.

Mr. Fleming told Fishing News that when the extensions to the factory are complete, the firm hopes to extend its buying activities to other ports.



A selection of products from Fleming's of Anstruther. Most of the firm's production is exported. At the firm's new £16,000 refrigerated truck deliver in Britain and France. The driver is John Bussell.



PROMAC COLD FACTS

MELTING ICE COSTS MONEY

USING ABOUT ICE TO GRILL YOUR FISH HOLD IS EXPENSIVE — AVERAGE FIGURES FOR AN 80ft. TRAWLER SHOW IT LOSES 6 TONS PER WEEK IN THE SUMMER AND 3 TONS IN THE WINTER — AT £6 PER TON THAT'S ABOUT £1,800 IN A YEAR — AT TODAY'S PRICES, BUT PRICES ARE RISING — £1,500 IN 1978? £1,750 IN 1979? £2,000 IN 1980? IF YOU BUY A PROMAC REFRIGERATION PLANT NOW IT WILL HAVE PAID FOR ITSELF BY THEN. WITH A REFRIGERATED FISH HOLD YOU ONLY NEED ICE FOR THE FISH — PROMAC CAN CUT YOUR ICE BILL DRAMATICALLY — AND YOU HAVE MORE ROOM FOR BOXES FOR YOUR TOP QUALITY FISH.

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THE ICE QUEUE COSTS MONEY

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Selecting the various sizes of scampi for packing at the Fleming's Anstruther plant.

FISH HANDLING, processing and marketing

FISH RE-FORMED IN ANY SHAPE

A PROCESSING line which turns out re-formed fish to any required shape or size has just been introduced by the Guylew Manufacturing Co. Ltd. of Norfolk.

Designed to handle white fish, successful trials have also been carried out on re-forming scampi.

The development of the five-unit system stemmed from the well-known Guylew Mark II

Superspeed Food Former which, although in wide use for forming fish cakes, has mainly been supplied to the meat industry.

Following demands from the meat trade for a machine to eliminate 'creaming' or breaking down of the texture of the product being formed, Guylew developed a new feeder scroll for the machine. This has a variable torque second stage

with the effect of only inducing the required amount of product into the shaping pockets.

It was immediately realised that the same principle could apply to re-forming delicate fish meat such as scampi and, so, a special scampi head was produced for the food former which, in combination with the new scroll, resulted in the first really successful scampi re-forming unit being installed.

Using polyphosphates, a dry matrix mix to hold this together, it became clear that any variety of fish meat could be processed through the former to create virtually any size or shape of fish portion. This is an ideal combination at a time when there is a general shortage of white fish and the potential of an over-abundance of such difficult-to-market varieties such as blue whiting.

For the fish processor with adequate supply lines of white fish, the line has the advantage in that it is no longer necessary to freeze the fish

FISH HANDLING, processing and marketing

EVER SINCE man started to get rid of his waste products by emptying them into the sea there has been a danger in eating filter-feeding molluscs such as oysters, mussels and cockles.

Over the years taboos, traditions and eventually laws have protected man from the consequences of his own actions. In certain cultures the consumption of shellfish was forbidden, in others its season limited to the cooler months when infections seemed less likely.

As man's knowledge of microbes grew, then laws designed to ensure the elimination of harmful organisms from the seafood were made.

In the Thames Estuary, cockles have long been produced from beds in an estuary which carries away to the sea the waste products of the many millions living in London and the Home Counties.

The more obviously polluted beds were subject to orders made by the Port of London Health Authority, which required cockles from those areas to be sterilised by steam before being sold for human consumption.

At the end of November and the early days of December last year, a number of outbreaks of food poisoning were reported and investigations into their cause were started by environmental health officers of the various local authorities involved, backed by the Public Health Laboratory Service.

These investigations are always prompted. One line of enquiry is to try and

How cockles came back to Billingsgate

establish the organism which caused the illness by examining, bacteriologically, the patients' faeces and any food that may have been left over from the suspected meal.

The second line of enquiry looks for those factors that the patients have in common and which are not shared by their friends and relatives who have not developed the disease.

While the first line of enquiry drew a blank and has continued to do so in spite of a very intensive investigation (eleven separate laboratories were at some time involved), common factors began to show very early.

Supply

Seafood cocktails were the first established link; then it was narrowed to one ingredient in the cocktail — the cockles.

Enquiries now switched to the source of supply of the cockles and here the only factor which held good for all the outbreaks — which stretched from Southampton to Solihull and back again to Colchester — was that the cockles had originated at Leigh on Sea, Essex.

Insufficient labelling and the number of hands through

which the cockles had passed made it impossible to refine the investigation further to implicate or exonerate any particular producer.

In the week immediately before Christmas, officials at the Department of Health and Social Security had received notifications of some 29 separate incidents of food poisoning in which the common factor was cockles. At that stage 783 people were ill (later notifications brought the figures up to 33 outbreaks and 817 people).

It, therefore, decided to take what is for the department extreme action. It issued a health warning. That is it released to the media a statement in which it was said that there is a direct connection between the eating of cockles and the outbreaks of food poisoning.

Leigh was pin-pointed as the source and people were advised against eating cockles until the matter had been cleared up.

Among the authorities notified by the department was the Fishmongers' Company, whose officers are responsible for fish inspection in Billingsgate market, the principal selling point for Leigh cockles.

The company's inspector, Gerald Watkin, decided to

advise the company in view of the department's warning to use its ancient charter powers to stop the sale of cockles in the market. This was agreed and, in the early morning hours of Christmas Eve, the company seized existing stocks and forbade further arrivals. This effectively stopped distribution, an action which the local health authority and Southend District Council had been reluctant, or possibly unable, to do.

The health warning and action subsequent to it seems to have been effective. Only two outbreaks occurred following

it. One, where the cockles were eaten on Christmas Day, and the other a week later where the cockles were bottled and had been processed some time previously.

The New Year started with the many and various authorities involved trying to solve the twin problems of what had happened and how it could be prevented in the future.

Hygiene

There was the Port Health Authority, responsible for ensuring that cockles from prescribed beds were adequately sterilised by steam, but apparently unaware of the deficiencies in this direction of the new monobloc system.

There was the District

Council, responsible for food hygiene but apparently able to tolerate a food processing industry without even a readily available sanitary convenience.

There was the Public Health Laboratory Service which had not only been unable to demonstrate the casual organism, but had also in its previous monitoring of cockles been unable to detect the conditions which might well have given rise to the growth of contaminating organisms.

There were the ministries: Health with overall responsibilities and no effective executive powers; Agriculture and Fisheries, with its dual role representing fishermen through its district fisheries officer and as scientific advisor with officers from Burnham and Torrey.

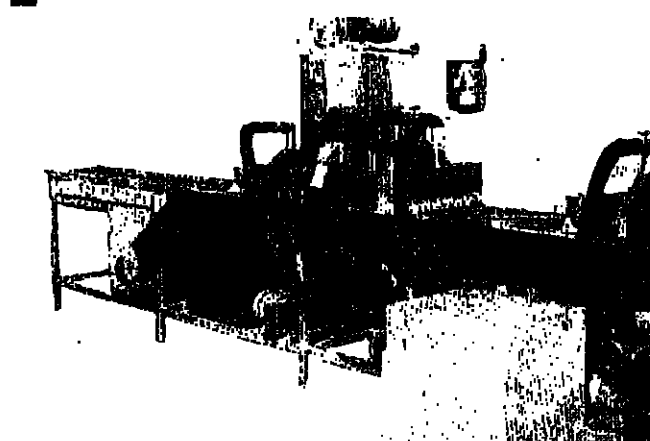
Even the Thames Water Authority had an interest as its Public Health Division is responsible for the sewage discharges in to the estuary. Lastly, the Fishmongers' Company was involved because whatever was decided would require its agreement before cockles could be sold in Billingsgate again.

In the absence of a demonstrable casual organism there was much speculation, but the generally agreed view that emerged as to how the whole problem started in this.

In November 1976 there was an outbreak of a form of gastroenteritis known as

Turn to page 18

product line



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STAINLESS STEEL CONVEYOR

A STAINLESS steel power belt conveyor has been designed and put into production by Wright Pugsan Ltd. of Dorchester, Dorset.

Products are carried on a food-quality, three-ply, 480mm wide white endless belt, running on stainless steel rollers throughout the length of the bed.

The geared, 3-phase motor drives the crowned stainless steel drive and idler rollers through a fully-guarded chain drive. Speeds between 15 and 60 fpm, or variable speed, are available to order. The stop/start control incorporates a low voltage cut-out.

Conveyor lengths can be specified between 2m. and 10m.; overall width, 850mm. One 60mm diameter stainless steel transfer roller is supplied with each conveyor.

Both ends of the conveyors are drilled and tapped to allow them to be attached to another conveyor or other piece of equipment.

Further details from: Wright Pugsan Ltd., Grove Trading Estate, Dorchester, Dorset DT1 1ST. Tel: Dorchester (0305) 5433.

The polished stainless steel conveyor from Wright Pugsan of Dorchester, Dorset.



StaPack automatic strapping machine in use aboard a British United Trawlers freezer vessel.

BOX STRAPPING ON FREEZERS

THREE factory ships operated by British United Trawlers are using automatic polypropylene strapping machines on fillet cartons.

Supplied by Gordian Strapping Ltd. of Feltham, Middlesex, the machines were installed following an eight-week trial aboard *Kurd* while fishing off Newfoundland and in

the White Sea. A further result of the trial's success is that six SAP. 7 machines have been installed by other trawler owners.

The machines have been installed as a replacement for hand-operated and semi-automatic wire strapping equipment. This type of equipment was labour intensive and had proved unable to cope with the output rate of fish caught, processed and packed at sea.

A further disadvantage was that wire strapping spoiled the product appearance by cutting into the cartons. The change to polypropylene strapping, it is claimed, has overcome the problem of disfigured cartons.

When servicing is required, the uncertainty of docking location presents no problems, says the Gordian Group. A nationwide team of mobile service engineers is geared to solve these sort of problems.

Further details from: Gordian Group, Gordian House, Browell Lane, Feltham, Middlesex.

meat into blocks and then saw it into portions. This results in waste both in fish dust, labour and refrigeration.

The new line would, perhaps, have been longer on the 'new ideas' shelf had it not been for the parallel development of the new flow converter unit which was initially developed for a Swedish meat processing company.

This unit allows the re-formed fish portions, or scampi, to be delivered on to the belt of an enrober, or flash fryer, or even a freezer, with only the minimum gap between pieces. Also, without the use of any hand labour which would break-up the newly-formed portions.

NEW BOXES

TWO Norwegian trawler firms, Findus and Brodrene Aarsuether, have ordered a large number of plastic fish boxes of a new type developed by Cipax Plast.

This company is now investing in a new production plant in North Norway. The company's plant near Oslo has been working a three-shift day recently to meet demand. In addition to domestic sales, large export orders have been secured from Iceland and other countries.

Cipax Plast says that the new boxes have been designed particularly to reduce the high rate of breakages.

KRILL DEAL

THE Norwegian fish group manufacturer, Rieber & Son of Bergen, has made a five-year agreement with the Soviet Union's Ministry of Fisheries.

Under the agreement, Rieber and the Soviet Fisheries Ministry will exchange know-how and undertake joint research — including a pilot project for using krill for production of a paste for sandwiches and an additive in other foods.

Rieber hopes to be able to sell a number of fish group factories to the Soviet Union. It has already supplied and installed one factory in Moscow and has also delivered a plant for processing krill for use on board a Soviet military ship operating in the Antarctic.

FISH PROCESSORS!

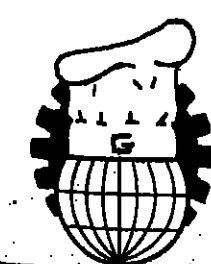
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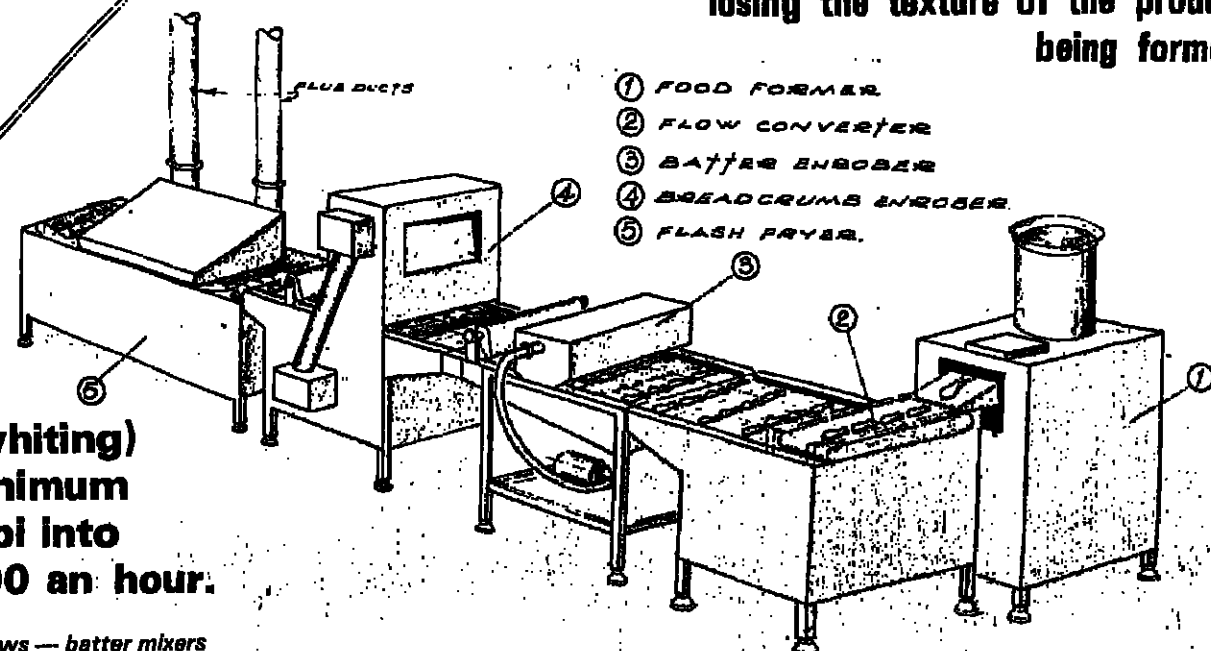


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FISH HANDLING, processing and marketing

THE RE-OPENING just a year ago of the Inverberrie factory of Highland Seafoods, a member of the Young Group, marked a £400,000 investment in the future of the crab fisherman.

In many areas the crab had been regarded as a by-catch of lobster fishing and often the demand for crabs was so poor that they were dumped back overboard.

With facilities to take in 15-tons of crabs a day, the Inverberrie factory provides an important market for crab fishermen in many parts of Scotland and it is now negotiating to extend its buying operations to the north-east of England.

Even during its first year of production the factory has been able to increase the price of crabs for the fishermen and is providing them with a sound living at a time when high operating costs could well have forced many of them out of business. This encouragement has given the crab fishermen a renewed confidence in the future and is also helping some of the smaller fishing communities to survive.

The factory also provides very welcome employment for 105 women at the present time as compared with only 25 a year ago. They are able to work hours which fit in best with their home commitments and the firm also runs a training course for school leavers.

Further development is planned and extensions now under construction will

Scots crab plant pushes south for supplies



Left: new 100g crabmeat pack from Young's Inverberrie plant. Brown and white meat are presented in a shell.

and to encourage a revival in crab fishing, thereby providing a new prosperity for the crab fishermen.

Mr. Cloude went on to say that crab is now looked upon as a prize shellfish and that good crabmeat demands a place in the home deep freeze cabinet.

Soups

He commented: "Crab salads and sandwiches have always been popular but now more housewives are using crabmeat in soups and hot dishes".

Collection of crabs from the ports is arranged to fit in with the times of landing and allows the factory to undertake 16 hours continuous processing a day. For instance, crabs bought in Calthness are collected in the afternoon and arrive at

provide a further 20 per cent of factory space and will allow the firm to extend its range of crab products.

General manager, Mr. G. I. Cloude, told *Fishing News* that the firm is beginning the

Inverberrie before dawn to be processed straight away.

At mid-day, crabs from the local ports are collected and in the afternoon another lorry comes north from the Firth of Forth ports. Crabs are bought on a contract basis and the fishermen know that transport will be waiting when they come ashore.

After being examined on arrival at the factory the crabs pass through an automatic scrubbing, boiling and cooling plant which can handle 50,000 crabs a week. After cooling the crabs are iced and taken to the continuous processing lines.

"Dressed Crab" in attractive serving shells, vacuum packed to preserve flavour and good eating quality, is only one of a line of attractive products from the factory, which in the main caters for the home market.

Other popular products include dressed crab, 50/50 white and brown meat in 1 lb. packs, as well as crab claws for the catering and home freeze trade.

Emphasis is placed on the highest quality and to this end the crabmeat is picked from the shells by hand, so that it is free from bits of shell and is in nice big portions.

Quality and hygiene control is rigid and is continually checked by quality control specialists.

Intel Engineers of Aberdeen supplied the processing and handling plant, and the

freezing and chilling equipment was installed by Refrigeration (Aberdeen) Ltd. and Hewson and Turrell Ltd. of Grimsby.

Although the factory is normally employed in crab production from about August to Christmas, it is also geared to handle other shellfish and as nephrops at times of crab shortage.

It is now seven or eight years since Young's first moved into Inverberrie when it took over a small locally owned crab processing plant. At about the same time the company had also taken over fish processing factories at Boddam, near Peterhead, and at Thurso.

Salmon

Some three years ago it was decided to close down the Thurso plant and to develop and improve facilities at Inverberrie and Boddam. The new factory at Inverberrie was built on the site of the existing building beside the River Berrie.

At Boddam some 180 people are employed and the factory concentrates on white fish, herring and smoked salmon production, and is steadily expanding along these lines in conjunction with the growth of Peterhead as a white fish port.

Mr. Cloude is manager of both factories and divides his time between Inverberrie and Boddam.

"The Inverberrie factory is one of the most modern crab processing plants in Britain — if not in Europe.

FISH HANDLING, processing and marketing

TRIALS HAVE begun at Peterhead to test plastic fish boxes as a replacement for the wooden box currently in use.

As reported in *Fishing News*, December 24/31, 1976, a steering committee has been formed in Scotland to investigate the introduction of plastic boxes into the inshore industry.

Now, the committee — which is composed of representatives of all sections of the Scottish inshore industry — has commissioned trials of the main plastic fish boxes at present available. The most suitable type of box will be determined from the comments of the users.

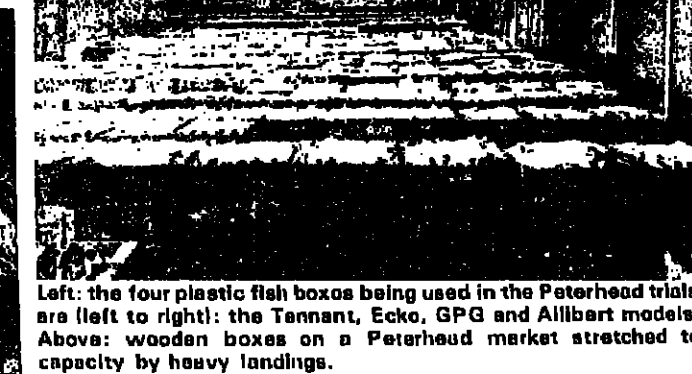
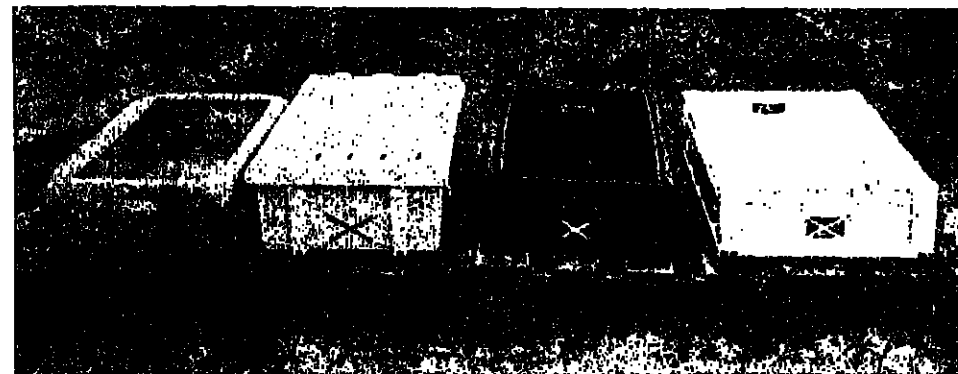
Four main designs of box are to be tested and compared with the existing wooden boxes. The first three boxes taking part in the trials are to be the seiners *Fruitful Harvest*, *Delightful* and *Minerva* fishing under skippers R. Reid, J. MacKay and J. Brown.

It is intended that the trial boxes should pass through the whole system, from the auction and sale right through to being sent to the wholesaler. This will help evaluate their use on lorries.

Boxes have been made available for the trials by the manufacturers Allibert, Ecko, GPG and Tennant. All boxes are clearly identified by a St. Andrews Cross.

The Allibert boxes are white; the Ecko pale blue; the GPG dark blue; and the Tennant yellow.

PLASTIC BOX TRIALS UNDER-WAY AT PETERHEAD



Left: the four plastic fish boxes being used in the Peterhead trials are (left to right): the Tennant, Ecko, GPG and Allibert models. Above: wooden boxes on a Peterhead market stretched to capacity by heavy landings.

BELLSHILL 747511- hot line to a cool number.

BID TO END LEVY ON SALESMEN

THE SECRETARY of Brixham and Torbay Fish Ltd., Ian Lindley, has written to ask Torbay Council to consider stopping the port's 4p in the £ salesmen's levy. He submitted that it is unique to Brixham.

"We are, by auctioning fish and paying this levy, at a disadvantage to other buyers who are purchasing direct from the vessels and avoiding the auction," he wrote.

"We, being the principal auctioneer in Brixham, collect by far the most of the fish landing dues on behalf of Torbay Council and thus ensure that the correct and full levy is paid on all fish landed through us and also sold by auction by us."

"We also pay the dues promptly on a weekly basis, making it a very economic and foolproof operation."

Between 1971 and 1976 the salesmen's levies have increased from £1,630 to £8,120; the amount of fish toll revenue at Brixham rose from £7,649 to £40,600 in the same years.

These figures were given to Torbay Council Works and Harbours Committee in a report by the harbour administrator, Mr. S. J. Mitchell.

Mr. Lindley has also written to the Works and Harbours Committee seeking a meeting to discuss the need for an extension of the fish market quay at the northern end; enlargement of the present store on the west face of the fish market; and an extension of the offices on the first floor.

Other requirements in-

clude provision of a box store on the recently completed fish landing quay and facilities for storing fishing gear.

The committee has appointed members to meet representatives of Brixham and Torbay Fish to discuss the proposed improvements.

Meantime, consideration of the possible ending of the fish salesmen's levy has been deferred until after that meeting.

New ferry route

OLAU LINE is to start a direct ferry service between Sheerness and Dunkerque on April 1.

Two sailings a day in each direction will be operated by the *ms. Olu West*, one of the two ships which opened the successful Sheerness/Flushing route in 1976. She is well equipped to handle the increasing freight traffic which is forecast between the UK and France.

Dunkerque is only two miles from the start of the A25 Auto-Route to Lille which connects with the Paris and Brussels Auto-Routes and provides direct links to the South of France and Spain.

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processing and freezing plant has already been constructed on the Food Town site, to take advantage of such benefits.

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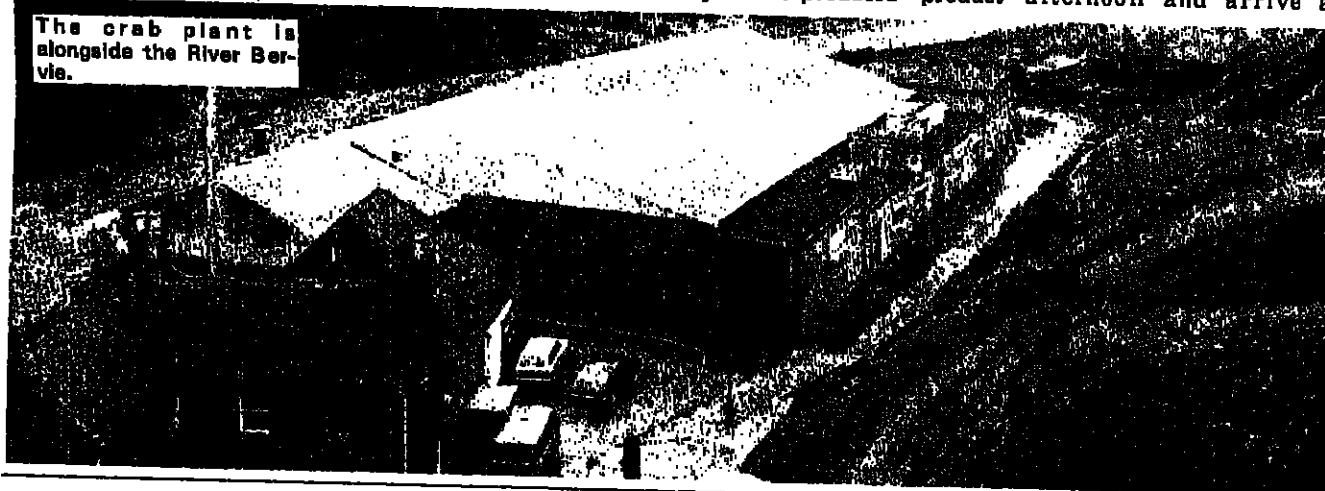
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Processing camp in the Highland Seafoods factory at Inverberrie. From about April to Christmas the firm concentrates on crab processing, with other shellfish being handled when crabs are not available.

Drying plant

From page 7
fishing limits by the device of having their vessels registered in Stornoway and carrying a couple of Lewis 'stooges' aboard.

"The project would require very close monitoring to ensure that the fishermen who benefit from it are Lewismen rather than Norwegians."

Fishermen, however, welcomed the new pier facilities at Breasclete, on East Loch Roag. The pier will be 48 metres long by six metres wide. There is a difference of opinion between local fishermen and the consultants regarding the siting of the pier, however. Locals say that it would be subject to a heavy surge in bad west and north-west winds.

Strong representations are to be made to the HIDS for boats capable of commercial long line fishing to be built

and crews trained. The board is considering training for fishermen in the Western Isles. The development would support three boats of 100ft, each with a crew of nine or ten.

Fish firm fined

ICEATLANTIC Seafoods Ltd., Blackness, Blackness, Scotland, was fined £176 in Lerwick Sheriff Court last weekend.

The firm admitted charges of failing to report to the inspector of factories accidents to their fishworkers which kept the employees off work for more than three days.

One was a serious accident involving a worker in the fish meal plant — he was off work for three months with hand injuries.

Firm's 'cheap foreign fish' sales rocketing

Cockles — from page 13

Low price steel hulls on 'spec'

A grainy, black and white photograph of a large truck, possibly a tanker or heavy hauler, parked in an industrial or construction area. The truck has multiple axles and large tires. The background shows some structures and a fence.

Burton Lonsdale was designed by James Evans.

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